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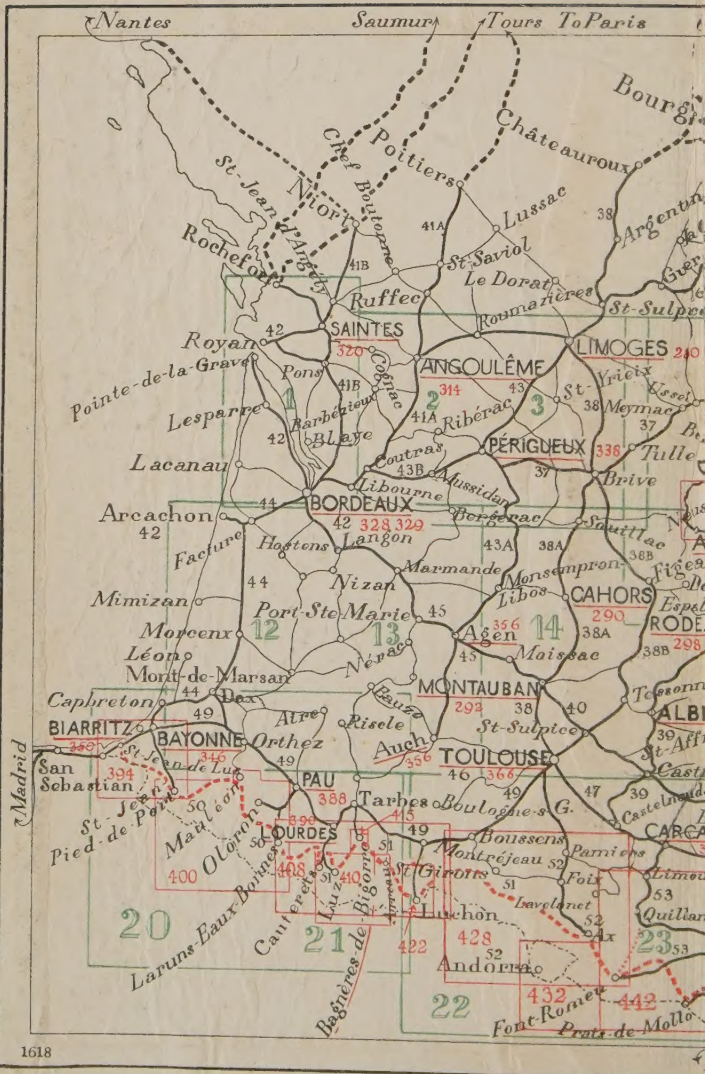
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PREFACE

THE present guide to SOUTHERN FRANCE, which deals with the country to the S. of a line curving through the centre of France, from the mouth of the Gironde, on the W., to the valley of Chamonix, on the E., is in scope and detail, the most complete and comprehensive English guide to this historic land. Within its limits fall the favoured region of the RIVIERA, with its attractions for pleasure-seekers and invalids; sun-burned PROVENCE and the ancient cities of the RHÔNE, with their Roman monuments; the strange causses and gorges of CENTRAL FRANCE and the CÉVENNES; the plains of GASCONY and BORDEAUX, once so closely allied with England; the long chain of the PYRENEES, with their stern scenery and frequented watering-places; and, in the N.E., picturesque SAVOY and DAUPHINY, whose attractions for mountaineers receive special attention in the *Blue Guide to the French Alps*. A description of CORSICA completes the book. Like other Blue Guides the volume is arranged in a series of routes planned so as to show the ready means of access to the centres of interest; and, as in other Blue Guides, attention has been paid not only to the severely useful practical details and to the chief sights, but also to the historical, literary, and romantic associations that lend an additional charm to the beautiful land of France. Though much of the topographical detail is, by a mutual arrangement, based upon the admirable French guide-books published by Messrs. Hachette of Paris, the country has been specially re-visited by Mr. Litellus R. Muirhead, M.A., and other members of the staff, in the interests of the present book, which is written and edited from the point of view of English-speaking travellers, to meet their requirements and to satisfy their interests. The copious INDEX, with its three types differentiating places, persons, and other entries, is an easy and complete key to the varied information in the guide.

HOTEL CHARGES, following the exchange value of the franc, are liable to considerable variations when stated in francs and centimes, though when reduced to their equivalents in British currency they have oscillated comparatively slightly during the last few years. For purposes of comparison among hotels it has been judged useful to insert in the list a selection of charges from recent printed tariffs and the hotel-bills of visitors, but it must be understood that these are purely comparative and not definitive.

MOTORING. Many of the most interesting roads are described in detail in the text, and at the beginning of the chief railway routes the

corresponding road routes, with mileages, are given in skeleton with cross references, so that motorists and cyclists will find the Guide easily adaptable to their special needs. Some useful information and hints for motorists and cyclists in France are given on p. xxxiv, followed by an English-French glossary of technical terms, that may be useful in time of trouble.

Maps. In addition to a liberal supply of regional maps and town-plans, for most of which Messrs. Hachette are responsible, the volume includes a complete Atlas of Southern France, by Bartholomew, clearly showing all the chief features, including the railways and the roads, with the kilometric distances between the main points on these last.

No one is better aware than the Editors of the difficulty of avoiding errors, and suggestions for the correction or improvement of the Guide will be gratefully welcomed.

Advertisements of every kind are rigorously excluded from this and every other volume of the Blue Guides Series.

4A Bloomsbury Square, W.C. 1.

Explanations.

Maps and Plans. For convenience in handling the Guide on the spot, the maps and plans throughout the text are inserted, as far as practicable, immediately *after* the matter to which they relate.

Type. The main routes are described in large type, smaller type being used for branch-routes and excursions, for historical and preliminary paragraphs, and (generally speaking) for descriptions of minor importance.

Asterisks indicate points of special interest or excellence.

Distances are stated cumulatively from the starting-point of each route or sub-route. They are given in miles and, for the chief stages or points, also in kilometres (8 km. = 5 m.).

Populations are given according to the census of 1921.

Abbreviations. In addition to generally accepted and self-explanatory abbreviations, the following occur in the Guide:

A.A. = Automobile Association.
Av. = Avenue.
Boul. = Boulevard.
c. = centime, circa (about).
cent. = century.
C.F.D. = Chemins de Fer Départementaux.
D. = dinner.
fl. = florebat.
fr. = franc.
Fr. = French.
gr. = gramme.
in. = inch.
kg. = kilogramme.
km. = kilometre.
L. = luncheon.
m. = mile.
pens. = pension (*i.e.* board and lodging).
Pl. = Plan.
P.L.M. = Paris à Lyon et à la Méditerrannée (Railway).
P.O. = Paris à Orléans (Railway).
R. = room.
rfmts. = refreshments.
Rte. = route.
s.s. = steamship.
Ste. = Sainte.

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HISTORICAL SKETCH OF FRANCE

Roman Period. The foundations of modern France may be said to date from the passage of the Alps by the Romans in **121** B.C. and the establishment of the province of Gallia Narbonensis; but the whole of France as we now understand it did not pass under the control of Rome until after Cæsar's decisive defeat of VERCINGETORIX at Alésia in **52**. The speech, the culture, and the roads of Rome soon spread over Gaul, and in the 2nd cent. the country was Christianized. The barbarian mercenaries (Franks) called in to defend the frontiers of the declining Roman Empire soon wearied of their alliance with the degenerate Gallo-Romans, and in the 5th cent., after the repulse of Attila and his Huns at the Catalaunian Fields, they became masters of the land, the most powerful tribe being the Salian Franks under their leader Merovius.

Merovingian Period. The descendants of Merovius under CLOVIS defeated the Romans at Soissons (**486**) and the Alemanni at Tolbiac (**496**), and soon afterwards adopted the religion of the beaten Gauls. The division of the kingdom among Clovis's sons resulted in the bloody conflict between Austrasia (Lorraine and the Rhineland) and Neustria (N.W. France). Internecine struggles weakened the Merovingian dynasty and the ruling power passed into the hands of the mayors of the palace. Greatest of these was the Austrasian CHARLES MARTEL, who checked the tide of the Arab invasion near Poitiers in **732**; his son PEPIN THE SHORT (**752–768**) deposed the last of the Merovingians and founded a new dynasty.

Carlovingian Period. CHARLEMAGNE (**768–814**), the son of Pepin, in close alliance with the Pope, widely extended his dominions, and in **800**, being supreme in France, Germany, and Italy, was crowned Emperor of the West. The system of dividing the central power, which was to bring so much trouble to France, soon disintegrated Charlemagne's empire, and in **843**, by the treaty of Verdun, the portion of his territories that was destined to become the realm of France fell to his grandson CHARLES THE BALD (**840–77**). Further division ensued and France became little more than a collection of feudal states, the situation being worse complicated by the invasion of Northern pirates, who won for themselves the duchy of Normandy (**912**). In **987** the Carlovingian monarchy disappeared before the overlordship of the Duke of France (i.e. Ile-de-France), HUGH CAPET (**987–996**).

House of Capet. The next 150 years were occupied in the struggle betwixt the central power and the subordinate feudal lordships, while a new factor arose with the wealth and influence of the great cities. In 1154 the marriage of Henry II of England to Eleanor of Guienne, who brought him about one-third of France as her dowry, began the long struggle between the King of France and his greatest vassal the King of England. PHILIP AUGUSTUS (1180–1223) won back a great part of the lost provinces from John of England; but his energetic reign was followed by a century of intermittent wars and attempted reforms which endured until the extinction of the direct branch of the Capetians in 1328.

House of Valois. The claim of PHILIP OF VALOIS (1328–1350) to the throne of France was disputed by Edward III, who invaded France, routed the French army at Crécy (1346), and inflicted another defeat on JOHN II at Poitiers in 1356. The ravages of the French and English soldiery aroused both peasants and burgesses to revolt and, immediately after Poitiers, Étienne Marcel, provost of the merchants, raised the standard of rebellion in Paris, while the land was tormented by the Jacquerie or peasants' rising. Both disturbances were quelled, and in 1360, by the treaty of Brétigny, the King of England abandoned his right to the French throne. The prudence of CHARLES V (1364–80) was in a fair way to settle the troubles of his stricken kingdom, but the fatal madness of his son CHARLES VI (1380–1422) resulted in the division of the country between rival regents, which developed into the struggle between the Burgundians and the Armagnacs. Henry V of England, seizing the occasion, invaded France, defeated a French force at Agincourt (1415), and by the treaty of Troyes (1420) received the hand of Catherine, daughter of King Charles, together with the right of succession to the French throne. But England in its turn was thrown into civil conflict, and a new champion arose to defend the rights of CHARLES VII (1422–61). JOAN OF ARC (1412–31), born at Domrémy in 1412, raised the standard of France, and, after a brilliant campaign, defeated the English at Orleans in 1429. Captured at Compiègne in 1430 by the Burgundians, she was delivered to the English and burned at the stake in Rouen. But her campaign continued its success, and by 1453, of all the once extensive English possessions in France, Calais alone remained.

With LOUIS XI (1461–83) modern French history begins. This brilliant and unscrupulous politician, relieved from the English menace, proceeded to crush the great feudal lordships that encroached upon his sovereignty. Greatest of these was the duchy of Burgundy, ruled by CHARLES THE BOLD (1433–77), the scion of a younger branch of the House of Valois and a worthy opponent of Louis. The peace of Péronne (1468) gave Charles a momentary advantage, but Louis managed to alienate Charles's English allies by the treaty of Picquigny (1475), and,

after Charles's death before the walls of Nancy, speedily overwhelmed his successor and entered Dijon in triumph. Louis quickly mastered his lesser adversaries, and brought Artois, Franche-Comté, Provence, Anjou, and Maine into direct allegiance to the crown. CHARLES VIII (**1483–98**), LOUIS XII (**1498–1515**), and FRANCIS I (**1515–47**) were occupied largely with indecisive campaigns in Italy, and the only real result of their campaigns was the establishment in France of the literary ideas and artistic conceptions of the Italian Renaissance. Charles and Louis were successive husbands of Anne de Bretagne, whose dowry, the important duchy of Brittany, was formally united to France in **1532**, on the death of her daughter, wife of Francis I. The reign of HENRI II (**1547–59**) saw the acquisition by France of the Three Bishoprics and of Calais, and the conclusion of the Italian wars; but under FRANCIS II (**1559–60**) arose the bitter struggle of the religious wars which darkened the remaining years of the century. The oppression of the Protestant Huguenots culminated under CHARLES IX (**1560–74**) with the Massacre of St. Bartholomew (Aug. 23rd and 24th, **1572**), and the reign of HENRI III (**1574–89**) saw the bitter struggle of the 'three Henries': the king, the ultra-Catholic Henry of Guise, and the Protestant Henry of Navarre.

House of Bourbon. The struggle ended in the assassination of Henri III and the accession of Navarre as HENRI IV (**1589-1610**). He signalized his success by the promulgation of the Edict of Nantes (**1598**), awarding liberty to the Protestants, but was obliged to accept conversion to the Church of Rome before he could assume royal power. The admirable reforms and economies instituted by Henri and his minister Sully were brought to naught by the extravagant favourites of his successor, LOUIS XIII (**1610–43**), until the advent of CARDINAL RICHELIEU (**1624**). The great minister's chief aims were the establishment of absolute royal power, and the suppression of Protestant influence in politics. The latter was achieved by the capture of La Rochelle in **1628**, while the insurrections of the great nobles were repressed with heavy penalties. Richelieu next turned his attention to the house of Austria, which under the great Emperor Charles V had enlarged its powers by encroaching on the boundaries of France. The entry of France into the Thirty Years' War, in alliance with Gustavus Adolphus of Sweden, with the ostensible object of aiding the German Protestants, was followed by the martial successes of the Great Condé and the capture of Artois, Picardy, Alsace, and Roussillon. Richelieu died in **1642** and Louis in the following year. LOUIS XIV (**1643–1715**), aided by CARDINAL MAZARIN, continued his predecessor's policy with success. Meanwhile, however, the expenses of campaigning were causing trouble at home, and after the treaty of Westphalia (**1648**), which assured to France the possession of Alsace and the Three Bishoprics, the civil war known as the Fronde broke out in France.

Condé, having quarrelled with the court party, allied himself with Spain, who had not subscribed to the Westphalian treaty, but the victory of Turenne, the royal leader, at the battle of the Dunes (**1658**) forced the Spaniards to sign the treaty of the Pyrenees, ceding Artois and Roussillon to France. At the death of Mazarin, in **1661**, Louis announced his intention of governing without a prime minister, and, ably seconded by subordinate commanders, entered upon a series of campaigns which increased the territory of France, but depleted the national wealth. A rapid campaign in **1667–8** secured the possession of many towns in Flanders, while the Dutch War of **1672–8** ended in the peace of Nimeguen and the absorption of Franche-Comté. The less successful campaign against the League of Augsburg (**1686–97**) and the War of the Spanish Succession (**1701–13**), in which the French forces suffered at the hands of Marlborough and Prince Eugene, though Marshal Villars won a victory at Denain after the withdrawal of the English from the war, brought Louis's long reign to a disastrous close. The marriage of LOUIS XV (**1715–74**) to Maria, daughter of Stanislas Leczinski, the deposed king of Poland, drew France into the war of the Polish succession. Stanislas was consoled for the loss of his throne by becoming duke of Lorraine for life; and on his death (**1766**) the province passed to the French crown. Next followed the War of the Austrian Succession, in which Louis was allied with Frederick the Great of Prussia, in opposition to England and Holland, who supported the cause of Maria Theresa, Empress of Austria. In spite of a brilliant victory at Fontenoy (**1745**), the French gained little from the war, which saw the increase of English maritime power and the expansion of the kingdom of Prussia. The Seven Years' War (**1756–63**) brought disaster to the French arms in three continents, with the loss of some of the most flourishing colonies. LOUIS XVI (**1774–92**) on his accession found the people enraged by his predecessor's extravagance and want of military success, and his character, though well-meaning, was too weak to cope with the situation, more especially as he was handicapped by an extravagant wife and unwise counsellors. In spite of a successful foreign policy, which gave support to the Americans in their struggle against England and won back some of France's lost colonies, the **Revolution** began at Versailles with the transformation of the States General into a NATIONAL ASSEMBLY (June 17th, **1789**), when the third estate swore not to disband until a constitution had been given to the country. The stubborn resistance of the privileged classes provoked an insurrection of the populace of Paris, which culminated in the fall of the Bastille (July 14th, **1789**). After an ineffectual attempt to flee the country in **1790**, Louis was forced to recognize the CONSTITUENT ASSEMBLY, which straightway proceeded to frame a constitution. The queen and the nobles sought aid from abroad, but the assembly declared war on Austria and Prussia before they could invade the

country. The revolutionary armies were at first unsuccessful, and the exasperated people declared the monarchy at an end, and the power passed to the more advanced republicans, who established the CONVENTION on the very day when the tide of war turned in France's favour at the battle of Valmy. Royalist insurrections were countered by the institution of the ruthless *Committee of Public Safety* (March **1793**) and a régime of terrorism endured until July 27th, **1794**, the date of the fall of Robespierre. In the following year the DIRECTORY of five members assumed power, and General Bonaparte first came into prominence as leader of the French campaign against the Austrians in Italy. A series of brilliant victories ended in the peace of Campo-Formio in **1797**, and Bonaparte directed his attention to the resistance of England. After an ineffectual attempt in **1799** to destroy the British fleet at the battle of the Nile, he returned to France, and, finding the Directory generally detested, established the CONSULATE by the coup d'état of Nov. 9th and 10th, **1799**, becoming himself First Consul the following year. A new constitution (1802) awarded Bonaparte the consulate for life, and on May 18th, **1804**, he caused himself to be declared Emperor of the French.

First Empire. Brought face to face with a new coalition of England, Austria, d Russia, NAPOLEON I crushed the two last at Austerlitz in **1805** and imposed on them the humiliating peace of Pressburg, only to find that his fleet had been destroyed in the same year at Trafalgar. Immediately afterwards Prussia united herself with the Allies, a move which was answered by the crushing defeat of her armies at Jena and Auerstädt (**1806**). A further campaign against the Russians ended in the Agreement of Tilsit between Napoleon and the Czar. Meanwhile the Spaniards by their resistance to Joseph Bonaparte, who had been declared King of Spain by his brother, had induced England to send an army to their assistance. The success of the British forces tempted Austria to renew her struggle, but the battles of Essling and Wagram completed the destruction of Austrian power, and the peace of Vienna (**1809**) marks the apogee of Napoleon's power. A succession of disasters followed. A suicidal expedition into Russia led to the annihilation of the French army by 'Generals January and February' at the crossing of the Beresina (**1813**), while the British army drove the French foot by foot out of the Peninsula, crushing them finally at Toulouse (**1813**). In the same year the defeated Prussians made a final effort, won a great success at Leipzig, and in **1814** invaded France. By the treaty of Fontainebleau, Napoleon abdicated and retired to the island of Elba.

House of Bourbon (restored). The treaty of Paris (May 30th, **1814**) cancelled almost all the conquests of the Republic and the Empire. This was the first humiliation of the reign of LOUIS XVIII (**1814–24**), and another followed when, in **1815**, Napoleon escaped from Elba for

the 'Hundred Days' (March 26th–June 24th), which, however, ended after Waterloo (June 18th) in his banishment to St. Helena. CHARLES X (1824–30) proved that the Bourbons could 'learn nothing and forget nothing,' and the reactionary ordinances of St-Cloud, suppressing the liberty of the press, led to the 'July Revolution' of 1830 and the loss of the throne.

House of Orleans. LOUIS-PHILIPPE (1830–48), son of 'Philippe-Egalité' d'Orléans of the Revolution, was chosen head of the 'July Monarchy,' and completed the conquest of Algeria, begun by his predecessor. The conservative policy of Guizot, however, did not suit the temper of the French, and the 'February Revolution' of 1848 overthrew the last king of France.

Second Republic and Second Empire. The moderate provisional government which succeeded was soon abolished (June, 1848 and Louis Napoleon, nephew of the Emperor, was elected president of the republic; taking advantage of the sentimental prevalence of the 'Napoleonic idea' throughout the country he achieved his celebrated 'coup d'état' in Dec. 1851. Next year a plebiscite accepted him almost unanimously as emperor. NAPOLEON III (1851–70) adopted the skilfully misleading motto of 'L'Empire c'est la paix.' As a fact his reign is a succession of wars. In the Crimean War he allied himself with England and Turkey against Russia (1854–6). In 1859 he undertook the deliverance of Italy from the Austrian oppressor, and having won Italian friendship by the conquest of Lombardy, threw away his advantage by demanding Savoy and Nice in payment. A succession of trying campaigns in Syria, Indo-China, and Mexico enfeebled the French armies, so that in 1870–71 they fell an easy prey to the extending power of Prussia and an inglorious campaign ended with the capitulation of Sedan and the loss of Alsace and Lorraine. Attributing their humiliation to the unwisdom of the Emperor, the infuriated French nation deposed him, and on Sept. 4th, 1870, the Third Republic was established.

Third Republic. The history of the Republic began inauspiciously with the siege and surrender of Paris (Jan. 1871), and the establishment of order was delayed by the *Insurrection of the Communists* in Paris (March 18th–May 29th, 1871), but the trouble subsided and Adolphe Thiers was declared President of the Republic. From 1871 to 1914 France enjoyed the general material prosperity of the later 19th century. In 1905 was established the 'Entente Cordiale' between France and Great Britain. From the great war of 1914–18 France emerged victorious though sorely stricken, and the treaty of Versailles restored to her the provinces she had lost in 1871.—For a summary of the operations on the French front during the war, see the *Blue Guide to North-Eastern France.*

GOVERNMENT AND ADMINISTRATION

By the constitution of 1875 the supreme legislative power in the French Republic is vested in the *Chamber of Deputies*, elected by male adult suffrage for a period of four years, and the *Senate*, indirectly elected by delegates of public bodies for a period of nine years; while the chief executive power is exercised by the *President of the Republic*, elected for a term of seven years by the two houses united in *National Assembly*. For administrative purposes France is divided into 90 *Departements* (including those restored by the treaty of Versailles) formed arbitrarily in 1790 out of the old provinces or military governments, and with few exceptions named after some natural feature, generally a river. Each department is administered by a 'préfet,' appointed by the President and assisted by a 'conseil général,' and its chief town is the seat of the 'préfecture.' Departments are subdivided into *Arrondissements*, each with its 'sous-préfet' and its 'sous-préfecture.' The arrondissement is the electoral unit and elects one representative to the Chamber of Deputies, or one for every 100,000 inhabitants when the population exceeds that figure. The *Canton*, a subdivision of the arrondissement, is the judicial unit, under a 'juge de paix.' Each canton sends one representative to the 'conseil général' of the department and one to the 'conseil d'arrondissement,' but is not otherwise an administrative division. The canton includes a number of *Communes*, or parishes, each presided over by a 'maire,' and the commune is the administrative unit of local government. In large towns, as in England, the maire is a dignitary of much importance, but in villages he often follows a humble calling. In Paris the chief magistrate is the Préfet de la Seine, though each of the twenty arrondissements into which the city is divided has its local 'maire.'

RULERS OF FRANCE

Merovingians.

481–511. Clovis, king of the Franks.
511–752. Kings of Paris, Neustria, Austrasia, Burgundy, etc.

Carlovingians.

752–768. Pepin the Short.
768–814. Charlemagne.
814–840. Louis the Debonair.
840–877. Charles the Bald.
877–879. Louis the Stammerer.
879–882. Louis III [and Carloman].
882–884. Carloman.
884–888. Charles the Fat.
[888–898. Count Odo (Eudes) of Paris.]
898–922. Charles the Simple.
[922–936. Robert and Rodolf, kings of the barons.]
936–954. Louis d'Outremer.
954–986. Lothair.
986–987. Louis V.

House of Capet.

987–996. Hugh Capet.
996–1031. Robert.
1031–1060. Henri I.
1060–1108. Philip I.
1108–1137. Louis VI (le Gros).
1137–1180. Louis VII (le Jeune).
1180–1223. Philip Augustus.
1223–1226. Louis VIII.
1226–1270. Louis IX (St. Louis).
1270–1285. Philip III (le Hardi).
1285–1314. Philip IV (le Bel).
1314–1316. Louis X (le Hutin).
1316. John I.
1316–1322. Philip V (le Long).
1322–1328. Charles IV (le Bel).

House of Valois.

1328–1350. Philip VI.
1350–1364. John II (le Bon).
1364–1380. Charles V (le Sage).
1380–1422. Charles VI (le Bien-Aimé).
1422–1461. Charles VII (le Victorieux).
1461–1483. Louis XI.
1483–1498. Charles VIII.
1498–1515. Louis XII.
1515–1547. Francis I.
1547–1559. Henri II.
1559–1560. Francis II.
1560–1574. Charles IX.
1574–1589. Henri III.

House of Bourbon.

1589–1610. Henri IV.
1610–1643. Louis XIII.
1643–1715. Louis XIV.
1715–1774. Louis XV.
1774–1792. Louis XVI (d. 1793).

Revolution and First Empire.

1792–1804. First Republic.
1804–1814. Napoleon I.

House of Bourbon.

1814–1815. Louis XVIII.
1815. Napoleon I ('the Hundred Days').
1815–1824. Louis XVIII.
1814–1830. Charles X.

House of Orléans and Second Republic.

1830–1848. Louis Philippe I.
1848–1852. Second Republic.

Second Empire.

1852–1870. Napoleon III.

Third Republic.

Presidents: Adolphe Thiers, 1871–73.—Marshal MacMahon, 1873–79.—Jules Grévy, 1879–87.—Sadi Carnot, 1887–94.—J. Casimir-Périer, 1894–95.—Félix Faure, 1895–99.—Émile Loubet, 1899–1906.—Armand Fallières, 1906–13.—Raymond Poincaré, 1913–20.—Paul Deschanel, 1920.—Alexandre Millerand, 1920–24.—Gaston Doumergue, 1924.

BOOKS AND MAPS

THE following brief list gives the names of a few books, mostly of recent publication, that may be found useful or suggestive by those planning a visit to Southern France or by the traveller in that most fascinating country.

General Description. 'The Government of France,' by *J. Barthélemy* (1924).—'Travels in France, 1787–89,' by *Arthur Young* (ed. 1890).—'Home Life in France,' by *M. Betham-Edwards* (1905).—'South-Eastern France,' 'South-Western France,' both by *A. J. C. Hare* (1890).—'France,' in the 'Nations of To-day' series, ed. by *John Buchan* (1923).—'Literary Rambles in France' (1907), 'Unfrequented France' (1910), both by *M. Betham-Edwards*.

General Art and Archæology. 'Byzantine and Romanesque Architecture' (1920; vol. ii), 'Gothic Architecture in France, England, and Italy' (1915), and 'Renaissance of Roman Architecture' (Part 3, France; 1923), all by *Sir T. G. Jackson*.—'History of Architecture on the Comparative Method,' by *Sir Banister Fletcher* (1921).—'Cathedrals of Southern France,' by *F. Miltoun* (1904).

Regional Literature. AUVERGNE. 'Auvergne and its People,' by *F. M. Gostling* (1911).—'L'Auvergne,' ed. by *L. Brehier* (1912).—'L'Auvergne,' by *G. Fraipont* (1902).

CÉVENNES. 'Travels with a Donkey,' by *R. L. Stevenson*.—'Deserts of Southern France' (1890), 'A Book of the Cévennes' (1907), both by *S. Baring-Gould*.

CORSICA. 'Corsica, the Scented Isle,' by *Dorothy Archer* (1923).—'Histoire de Corse,' by *Colonna de Cesari Rocca* and *L. Villat* (1916).—'A Tour to Corsica,' by *James Boswell* (1768; ed. 1923).

GASCONY AND GUYENNE. 'La Garonne,' by *L. Barron* (1891).—'Le Baiser au Lepreux' and 'Le Chair et le Sang' by *Fr. Mauriac*, and 'Maître Pierre,' by *Edmond About* are novels of the life of Bordeaux and the Landes; 'Ramuntcho,' by *Pierre Loti*, and the novels of *Francis Jammes* deal with the Basque country.

LANGUEDOC. 'Histoire de Languedoc,' by *P. Gachon* (1921).—The novels of *Ferd. Fabre* ('Mon Oncle Célestin,' 'Barnabé,' etc.) have their scenes in the Cévennes.—'Flower o' the Corn,' by *S. R. Crockett*, deals with the Camisards.

LIMOUSIN. 'Le Curé de Village,' by *Balzac*.—'La Vie et la Mort de Jean Pradeau,' by *Ch. Silvestre*.

LYONNAIS. 'La France au Travail,' by *V. Cambon* (1911; vol. i).—'Le Guignol Lyonnais,' by *Tancrède de Visan* (1910).

PROVENCE. 'Provence and Languedoc,' by *C. Headlam* (1912; does not apply to Languedoc W. of Nîmes).—'Avignon,' by *T. Okey* (1911; Mediæval Towns series).—'Romantic Cities of Provence,' by *M. Caird* (1906).—'A Tour through Old Provence,' by *A. S. Forrest* (1911); 'Rambles in Provence,' by *F. Miltoun* (1907).—'In Troubadour Land,' by *S. Baring-Gould* (1890). Also the works of *Mistral* ('Mireille,' 'Calendal,' etc.); 'Numa Roumestan,' 'Tartarin de Tarascon,' 'Lettres de mon Moulin,' by *Daudet*; 'Les Nouveaux Oberlé,' by *René Bazin*; 'Lazarine,' by *Paul Bourget*.

PYRENEES AND BÉARN. 'Passes of the Pyrenees,' by *C. L. Freeston* (1912; practical).—'Rambles in the Pyrenees,' by *F. H. Jackson* (1912).—'Travels in the Pyrenees,' by *V. C. S. O'Connor* (1913).—'Through the High Pyrenees,' by *H. Spender* (1898; good appendices).—'Hill Towns of the Pyrenees,' by *Amy Oakley* (1924).—'The Pyrenees,' by *H. Belloc* (1909).—'Lourdes, a Critical History,' by *G. Bertrin* (English ed. 1908).—'Souvenirs d'un Montagnard,' by *Comte H. Russell* (1908).—'Along the Pyrenees,' by *P. Wilstach* (1925). Also the following novels: 'Les Foules de Lourdes,' by *Huysmans*; 'Lourdes,' by *Zola*; 'M. le Curé d'Ozeron,' by *Francis Jammes*.

RIVIERA. 'The Riviera of the Corniche Road,' by *Sir F. Treves* (1922).—'Riviera Towns,' by *H. A. Gibbons* (1922).—'The Riviera: Ancient and Modern,' by *C. Lenthéric* (1895).—'The Romance of Nice,' by *J. D. E. Loveland* (1911).

ROUSSILLON. 'Histoire de Roussillon,' by *J. Calmette* and *P. Vidal* (1923).—'The Romantic Roussillon,' by *Isabel Savory* (1923).—Novels: 'L'Infante,' by *Louis Bertrand*; 'Le Château Clair-de-Lune,' by *Ch. Geniaux*.

SAVOY AND DAUPHINY, see the *Blue Guide to the French Alps*.

MAPS

The best map for motorists is Bartholomew's CONTOUR MOTORING MAP OF FRANCE (1 : 1,000,000; Northern and Southern Sections in one case 15/), with distances from point to point marked in kilometres. For cyclists and motorists a convenient map is the CARTE AU 200,000e, published by the Service Geographique de l'Armée (140 Rue de Grenelle, Paris; catalogue 2 fr.), with well-marked colours (3 fr. per sheet). Another good road-map is the CARTE DU TOURING CLUB FRANÇAIS (1 : 400,000; 3 fr. per sheet). Touring maps in common use in France are the CARTES TARIDE (1 : 250,000; good conventional signs) and the CARTE ROUTIÈRE MICHELIN (1 : 200,000).

Maps for pedestrians include the CARTE D'ÉTAT MAJOR AU 80,000e, each sheet of which is divided into four quarter-sheets (70 c. each engraved on zinc, 2 fr. each engraved on copper). The CARTE D'ETAT-MAJOR AU 50,000e is a simple enlargement of the preceding (1 fr. per quarter sheet). A new map in eight colours on this scale is in course of publication (3 fr. 50 c. per sheet).—The CARTE DU SERVICE VICINAL AU 100,000e (five colours), though its scale is smaller, is much more easily read than the Etat-Major map; it is for sale by most railway bookstalls and local booksellers (1 fr. 50 c. per sheet or 1 fr. 90 c. in case).

Useful little maps of local interest are often to be obtained gratis or for a small charge from the Syndicats d'Initiative (p. xxxviii).

PRACTICAL INFORMATION

I. ON THE WAY TO FRANCE

A. By Steamer. The cross-channel and Bay of Biscay services are now practically normal, but in the case of the longer voyages it is still advisable to make enquiries beforehand at the offices of the companies concerned or of a tourist agent (see p. xxix).—Notes as to the weather conditions of the Channel passages are published in the chief daily papers and are posted up at the railway termini. Food is provided at a fixed tariff on all the steamers; on the longer voyages the steward expects a small gratuity. The fares quoted below are the through-fares from London, unless otherwise stated. Passengers with 3rd or 2nd class tickets may transfer to a higher class on the steamers on payment of a supplement.

I. To Paris. Passengers to Paris are allowed 66 lbs. free luggage; registration 1/6–2/. Half fares for children aged 3–7.

(*a*) *Viâ Dover and Calais.* Daylight service twice daily from London (Victoria, S.R., East Station) to Paris (Nord) in 7½–8½ hrs. (sea-passage 1–1¼ hr.); fares c. 68/5, 48/, 30/, subject to alteration with the rate of exchange.

(*b*) *Viâ Folkestone and Boulogne.* Day and night service daily from London (Victoria, S.R., East Station) to Paris (Nord) in 7½–8½ hrs. (sea-passage 1¾ hr.); fares c. 61/, 43/, 28/, subject to alteration with the rate of exchange.

(*c*) *Viâ Newhaven and Dieppe.* Daily service from London (Victoria, S.R., West Station) to Paris (St-Lazare) in 8½ hrs. (c. 55/, 37/6; no 3rd class). Nightly service in 9½ hrs. (c. 55/, 37/6, 26/6). Sea-passage 3¼–4 hrs.

(*d*) *Viâ Southampton and Havre.* Nightly service (not on Sun.) from London (Waterloo, S.R.) to Paris (St-Lazare) in 14 hrs. (sea-passage c. 6½ hrs.); fares as viâ Dieppe.

II. Other Cross-Channel Routes.—(*a*) *Viâ Southampton to Cherbourg.* Service on Mon., Wed., and Fri. (suspended in 1925) in summer from London (Waterloo, S.R.) in 9 hrs. (42/, 32/6).—Also weekly by transatlantic steamers of the Cunard, White Star, Canadian Pacific, United States, and Royal Mail Steam Packet lines in 7–8 hrs. (76/, 50/, including food).

(*b*) *Viâ Southampton to Caen.* Night service in summer on Mon., Wed., and Fri. from London (Waterloo, S.R.) in 11½–13½ hrs. (51/10, 35/8; ret. 90/11, 62/8), returning the following day. The steamer calls at Ouistreham, where passengers with hand-luggage may land.

(*c*) *Viâ Southampton to St-Malo.* Service twice weekly (Oct.–May), three times weekly (June–July), or daily except Sun. (Aug.–Sept.) from London (Waterloo, S.R.) in 10 hrs. (55/, 40/).

(*d*) *From London to Boulogne.* Third class 'College Cabin' service of the Atlantic Transport Line from King George V Dock in 7½–8 hrs., every 4 weeks. Fare 30/, including meals.

(*e*) *From London to Cherbourg.* First class service of the Atlantic Transport Line from King George V Dock in 16 hrs., every fortnight. Fare £4, including meals.

(*f*) *From Plymouth to Havre.* Service of the Compagnie Générale Transatlantique in 9½ hrs., about weekly. Fares 63/1, 48/1, return 115/, 88/, including meals.

III. Direct Services from British Ports to Southern France.—(*a*) *From Plymouth to Bordeaux.* Service of the Compagnie Générale Transatlantique every four weeks in c. 33 hrs. Fares 85/8, 65/8, including meals.

(*b*) *From London to Bordeaux.* Service of the General Steam Navigation Co. (cargo vessels with limited passenger accommodation) from St. Katherine

Docks every Sat. in c. 3 days. Fare £6 including meals. The steamer on the return journey leaves Bordeaux on Sat., calls at Southampton (fare £5) on Mon., and reaches London on Wed.

(*c*) *From Liverpool to Bordeaux.* Service of the Moss Line (cargo vessels with limited passenger accommodation) every Fri. in c. 65 hrs. Fare £4 10/, return £8 10/.

(*d*) *From London to Marseilles.* Steamers of the P. and O. Line, weekly, and of the British India Steam Navigation Co., monthly, call at Marseilles on their way to Port Said and beyond; fares by the former £18, £12, by the latter £16, £11.

(*e*) *From Liverpool to Marseilles,* 7–8 days. Steamers of the Bibby Line fortnightly, on their way to Colombo and Rangoon; first class only £13, return £22 10/. Steamers of the City and Hall Lines occasionally call at Marseilles (£14, £9) on their outward voyages during October, and on their homeward voyages in spring.

(*f*) *From Southampton to Marseilles.* Steamers of the Rotterdam Lloyd every alternate Tues., viâ Tangiers to Marseilles in c. 6½ days (£17, £12, return £23 10/, £16). Steamers of the Hamburg-Amerika Line, monthly, in c. 8 days (£16, £12, return £28 16/, £21 12/). Steamers of the Bucknall Line, same seasons and fares as City and Hall lines from Liverpool.

(*g*) *From London to Toulon.* Steamers of the Orient Line from London viâ Gibraltar call at Toulon (£18, £8) on their way to Naples and the East.

IV. Transatlantic Services. Direct Services. (*a*) *From New York to Bordeaux,* steamer of the Compagnie Générale Transatlantique twice monthly viâ Vigo to Bordeaux in c. 11 days (one class only, from c. $140), returning viâ Vigo (occasionally) and Halifax. (*b*) *From New York to Marseilles,* steamers of the Fabre Line about once every three or four weeks to Marseilles in 16–17 days (c. $150, $53).—Special Mediterranean tours in luxuriously equipped steamers starting from New York are arranged in the season by the White Star and Red Star lines and others.

Less direct but quicker are the services of the principal transatlantic lines from America, calling at N. French ports (Le Havre, Cherbourg, or Boulogne), whence the traveller proceeds to Southern France by train. The minimum fares vary according to the comfort of the steamer; first class, $250–300, second class from $150. Third class 'College Cabin' services of the Atlantic Transport Line from New York to Boulogne, $100.

B. By Aeroplane. Seats may be engaged and full information obtained at the aerodromes, or at the Lepaerial Travel Bureau (27 Piccadilly, W. 1) or any of the leading tourist-agents' (comp. p. xxix), at home or abroad.—Taxi-planes for private journeys may be hired at the rate of c. 1/8 per mile for two passengers.

(*a*) *From London to Paris.* Service of the *Imperial Airways,* three times daily (once on Sun.) from Croydon Aerodrome to Le Bourget Aerodrome in 2 hrs. 50 min. (£6 6/, return £11 11/; Nov.-Feb. £5 5/, £10).—Service of the *Air Union* twice daily from Croydon to Le Bourget in 2½ hrs. (same fares).

(*b*) *From Casablanca* (Morocco) viâ Rabat, Malaga, Alicante, and Barcelona to *Toulouse.* Daily service of the Lignes Aériennes Latécoère in 14½ hrs. In the reverse direction the night is spent at Malaga.

(*c*) *From Berlin* viâ Leipsic, Stuttgart, Basle, and Geneva to *Lyons.* Daily service of the Luftverkehr Aero Lloyd in 8 hrs. Fare 255 fr. Swiss; from Basle, 85 fr. Swiss; from Geneva, 35 fr. Swiss.

Passports, which are necessary for all travellers entering France, must bear the photograph of the holder. British Foreign Office passports (7/6), valid for five years, and renewable for five years more (fee 1/ per year), are issued at the Passport Office, 1 Queen Anne's Gate Buildings, Dartmouth Street, London, S.W. 1 (10–4, Sat. 10–1), or may be obtained for a small additional fee through any tourist agent. There is a branch Passport Office at 36 Dale Street, Liverpool. The

wife and young children of a traveller may be included on his passport without additional charge. Irish Free State passports (7/6; valid as above) are issued by the Ministry of External Affairs, No. 6 Hume St., Dublin. In the United States passports are issued by the Bureau of Citizenship, State Department, Washington, D.C.

British or Irish passports do not require the visa of a French consul, but American passports do (charge 46/8); French Passport Office in London, 51 Bedford Square, W.C. 1.

Identity Cards. A foreigner intending to remain in France more than two months should obtain a 'carte d'identité' (60 fr.) from the police (four photographs required). Tourists may arrange this matter through the landlord of their hotel or pension.

Custom House. Dutiable articles should always be declared, but trouble is avoided by excluding them from one's luggage. Matches may not be taken into France, and tobacco is dutiable, but small quantities of tobacco, cigars, or cigarettes are passed free, if declared. All hand-luggage is examined on landing, both on outward and homeward journeys, and in some cases (enquire on booking) also registered through luggage. A personal appearance at the examination is very desirable.—Returning travellers may be reminded that the list of articles dutiable or forbidden in England includes tobacco in all forms, spirits and perfumes, new silk goods and partly silk goods of any kind, sweetmeats, clocks, and watches, scientific instruments, saccharin, and drugs, such as morphine or cocaine. Pocket-flasks of spirits are usually passed free, if declared.

II. MONEY AND EXPENSES

Money. The unit is the franc (fr.) subdivided into 100 centimes (c.). Since the War gold coins have vanished entirely and silver coins almost entirely from circulation, their place being taken by a great expansion of paper currency. Bank-notes for 5, 10, 20, 50, 100, and 1000 fr. are issued by the Banque de France. The silver coinage (½ fr., 1 fr., 2 fr., 5 fr.) is largely replaced by yellow metal tokens (*jetons*) for 50 c., 1 fr., and 2 fr. issued by the Chamber of Commerce of Paris and by provincial tokens representing the same values. There are nickel coins of 5, 10, and 25 c., and copper coins of 5 c. and 10 c. The 5 c. copper piece is the "sou" of popular commerce, and prices are frequently quoted in sous (10 sous = ½ fr., 20 sous = 1 fr., 100 sous = 5 fr.).—The tokens issued by provincial chambers of commerce should be got rid of in their own neighbourhood, as they are not always accepted elsewhere.

Money for an extended tour may be conveniently carried in the form of a letter of credit from a bank. The travellers' cheques issued by the chief American express companies and the Association of American Banks and the circular notes

of Messrs. Cook may likewise be mentioned. A supply of French change, for gratuities and other incidental expenses of the journey, should be obtained before leaving home. British bank and treasury notes are accepted at all the larger hotels, but are exchanged to best advantage at a good bank. —British postal orders are not negotiable in France.—The clearing of cheques on London occupies about a week, or on the provinces ten days.

The normal exchange prior to 1914 made 25 French francs the approximate equivalent of £1 or $5, but the rates are now much more favourable to Great Britain and still more so to America. Swiss francs retain their pre-war value (c. 25 = £1), but the Italian lira is less valuable, like the French franc. The current rates are quoted in the financial columns of the daily papers.

Expenses have grown heavier since the War, though for English and American tourists, favoured by the exchange, the cost of actual travel is comparatively light. The cost of a tour in Southern France, in average comfort and including an average amount of travelling, need not be more than 15/–20/ per day, and with some management and care may be considerably less. Residence in the leading hotels of the frequented tourist and health resorts will make it considerably more.—For hotel charges, comp. pp. xxx, v.

III. RAILWAYS AND MOTOR COACHES

Railways. The principal railways in the part of France described in this handbook are the *Chemin de Fer de Paris à Lyon et à la Méditerranée* (P.L.M.), the *Chemin de Fer de Paris à Orléans* (P.O.), and the *Chemin de Fer du Midi*, while a branch of the *Chemin de Fer de l'Etat* serves Bordeaux. Besides these there are numerous light railways belonging to smaller companies (Chemins-de-Fer Départementaux, etc.). On the main routes corridor coaches are the rule and the long distance expresses have restaurant and sleeping cars. The service of trains on Sun. is the same as on week-days. Some of the 'rapides' carry first-class or first and second class passengers only, and to others second or third class passengers are admitted only when they hold tickets for journeys of more than a certain minimum distance. The 'express,' not so fast as the 'rapide,' carries all classes. The 'omnibus' is the ordinary stopping train. 'Trains légers' are rail motors.—The third-class carriages are inferior to English third-class carriages, but the second class is comfortable.—Seats in expresses may be reserved in advance ('garde-places,' 1–2 fr. per seat).

Smoking carriages are labelled 'fumeurs'; but smoking is permitted also in other compartments unless a passenger objects. Ladies' compartments are marked 'dames seules.' The guard is called 'conducteur'; a porter is usually 'porteur.'—The right to a seat in a compartment is established by placing any article of luggage or apparel on it (but not a newspaper). The right to open or close a window is held to be vested in the person sitting nearest to it.

—The attendant reserves places (by ticket taken in advance) for meals taken in the dining-car ('wagon-restaurant'; one class only; lunch or dinner 25–30 fr., wine extra), into which luggage may not be taken.—The principal stations have 'buffets,' where good plain meals may be obtained; the 'buvette' is a simple refreshment bar.

Sleeping Cars. On the most important 'trains de luxe' the International Sleeping Car. Co. run comfortable *Wagons-Lits* for which a supplementary charge is made above the 1st class fare. The *Lits-Salons* or *Lits Toilettes* of the railway companies, running also on less important trains, are not so comfortable, and the supplement is nearly as high.

Couchettes (1st class on the P.L.M., all classes on the P.O. and Etat railways) are compartments with extensions to the seats, for which a much smaller supplement is charged.

Fares on French railways are at present calculated at the rates of 30 fr. 75 c. (1st class), 20 fr. 10 c. (2nd class), and 12 fr. 65 c. (3rd class) per 10 kilometres (62 m.), in addition to which a tax of 25 c. is levied on all fares over 10 fr.; 50 c. over 100 fr. The fares (minus this tax) for the principal routes are quoted in this handbook; but as distances are given both in kilometres and miles for all important stations the fare between any two places may be easily reckoned.—Return tickets, valid for 2 days and upwards according to distance, are issued at a reduction of 20% (1st class, 25%). Children between the ages of three and seven travel at half fares. Family return tickets are issued at reduced rates for distances of 185 m. (300 km.; including return), and should be applied for four days in advance.

The Indicateur Chaix (see below) contains a table (barème) showing the single and return fare for every distance up to 1200 km. (745 m.).

Light Railways connect out-of-the-way places with the main lines. The trains are slow and generally have only two classes; the services are arranged to meet local needs. Their time tables and often their fares, which vary considerably, appear in the Indicateur and Livrets Chaix (see below).

Time Tables. *Bradshaw's Continental Guide* (eight times annually; 3/6) and *Cook's Continental Time Table* (monthly; 2/6) are the leading English international time tables. The best French time tables are the unwieldy but useful *Indicateur Chaix* (weekly 3½ fr.) and the various *Livrets Chaix* (monthly 1 fr.–1 fr. 80 c.) for the different companies. Railway time in France is West Europe time, which is the same as Greenwich or English time, save for discrepancies arising from the beginning of 'summer time' at different dates. The twenty-four hour system, reckoned from midnight to midnight (so that 1 p.m. is 13 o'clock, etc.) is in operation on French railways.

Luggage. The traveller who carries hand luggage only will save time and avoid trouble. All larger packages must be 'registered,' i.e. handed in, weighed, and provided with an official label, the counterfoil of which ('bulletin d'enregistrement') is retained by the passenger and produced at the destination. The charge for registration is 50 c.; bicycles are carried as ordinary luggage. The free allowance of luggage is 30 kg. or 66 lb. for each ticket (20 kg. for each half-ticket).—Passengers need not see their registered luggage transferred at stations where they change trains; it very seldom fails to arrive punctually. Valuable luggage should, however, be insured.—The left luggage office or cloak-room (charge 25–60 c. per day per package) is known as the 'consigne.'

Motor Coaches. Besides those on the main through-routes given below motor-coach services, organised sometimes by the railway companies, sometimes by local enterprise, radiate from the principal tourist-centres to points of interest in the neighbourhood.—MOTOR OMNIBUSES running in connection with the trains serve out-of-the-way towns and villages. They are usually rather crowded and do not afford a good view of the passing countryside.

The ***Route des Alpes,** from Évian-les-Bains to Nice, traversing the whole chain of the French Alps and linking the summer and autumn resorts on the Lake of Geneva with the winter resorts of the Mediterranean, is officially known as *Route Nationale No. 202*, this being its designation under the Law of Feb. 16th, 1912, by which its creation and maintenance were decreed. This splendid highway, some 375 m. in length, is now open to traffic from end to end, except for the section over the Col d'Iseran (9085 ft.), which when completed will be the summit-level of the route. At present the summit-level is the road that tunnels beneath the Col du Galibier (8386 ft.). The highest portions of the road are open to traffic only in the months of July–Sept. or October.

The P.L.M. Railway Company has organized a service of autocars connecting Évian-les-Bains with Nice, by a route which is roughly that of the Route des Alpes, with divergences to include the more important tourist centres of Savoy and Dauphiny in the itinerary. They are known as the 'Autocars of the Route des Alpes,' and their route is generally understood by the expression 'Route des Alpes' as used in this guide-book. The cars run in summer only (June or July–Sept.), during which they maintain regular services. They are comfortable vehicles of the char-à-bancs type, offering a good view from every seat when the hood is lowered. A start is made on each day's journey between 7 and 9 A.M., there is a halt of 1½–3 hrs. for lunch, and the destination is reached between 6 and 7.30 P.M. The fare (one class only) is 50 c. per kilometre, or 40–80 fr. for a day's journey, according to the distance. Seats (which should be secured in advance) may be booked at all the overnight and midday halts, and at a number of intermediate stations. Passengers' luggage carried on the cars is strictly limited to 10 kg. (22 lbs.) of hand-luggage, but arrangements may be made to forward heavier baggage by rail to the destination. Warm clothing is essential, owing to the abrupt changes of temperature.

The journey from Nice to Evian may be made either in 6 stages ('Grands-Services'), or in 4 stages (viâ the Col du Galibier), and the journey to Chamonix in 2½ stages (viâ Beauvezer), as outlined in the following table. In addition there are various branch services, starting from such tourist-centres as Briançon and Grenoble, likewise included under the general title of the 'Route des Alpes.'

A. IN 6 STAGES. I. Nice to *Barcelonnette* viâ the Col de la Cayolle, 98 m. (159 km.), with midday halt at *Guillaumes*.—II. Barcelonnette to *Briançon* viâ the Col de Vars and the Col d'Izoard, 74½ m. (120 km.), with midday halt at *Aiguilles*.—III. Briançon to *Grenoble* viâ the *Col du Lautaret*, where the luncheon-halt is made, 75 m. (121 km.).—IV. Grenoble to *Annecy* viâ the Grande-Chartreuse, 75½ m. (122 km.), with midday halt at *St-Pierre-de-Chartreuse*. The autocar in the reverse direction follows the road viâ Les Echelles, 3 m. shorter.—V. Annecy to *Chamonix* viâ the Col des Aravis, 64 m. (103 km.), with midday halt at *Combloux*.—VI. Chamonix to *Evian* viâ the Col des Gets, 79 m. (128 km.), with midday halt at *Combloux*.

B. IN 4 STAGES. Stages I and II (Nice–Barcelonnette–Briançon), see above.—III. Briançon to *Chamonix* viâ the Col du Galibier, 139 m. (224 km.), with midday halt at *St-Jean-de-Maurienne*.—IV. As stage VI (above).

C. IN 2½ STAGES TO CHAMONIX. I (half-stage; the autocars leave Nice in the afternoon). Nice to *Beauvezer*, 71½ m. (115 km.).—II. Beauvezer to *Briançon* viâ the Col d'Allos and the Col de Vars, 96 m. (155 km.), with midday halt at *Barcelonnette*.—III. As stage III in Rte. B (see above).

The ***Route des Pyrénées,** from Biarritz to Cerbère, follows the N. slope of the Pyrenees and connects the mountain resorts of the central Pyrenees with both the Atlantic and the Mediterranean shores. At present 512 m. in length,

this fine mountain road reaches its summit-level (6962 ft.) at the Col du Tourmalet. Some of the detours will be avoided when the projected roads are completed between St-Jean-Pied-de-Port and Tardets viâ Larrau, between Castillon and Tarascon viâ Aulus, and between Vernet and Amélie viâ La Preste. The highest portions of the road are open to wheeled traffic only in July–Sept.

The Midi Railway Company has organized a service of autocars connecting Biarritz with Cerbère, running only between c. June 25th and Oct. 1st. The comfortable cars of the char-à-bancs type are similar to those plying on the Route des Alpes (see p. xxviii). The start is made on each day's journey between 7.30 and 8.30 A.M., there is a halt of 2–3½ hrs. for lunch, and the destination is reached between 6 and 7 P.M. The second stage from Biarritz, between Eaux-Bonnes and Cauterets, is, however, only a half-day's journey, and a day's rest is taken at Luchon, so that out of the 7 days occupied in transit, only 5½ are spent on the road. There are subsidiary services between Biarritz, Cauterets, and Luchon, and a connecting service runs from Font-Romeu to Carcassonne. The fare is 70–115 fr. for a day's journey (125–215 fr. return), or 410 fr. for the whole route. Seats, which should be secured in advance (fee, 3 fr.), may be booked at all overnight halts, at a number of intermediate stations, and at the principal agencies of the Midi Railway Company and of tourist agents throughout France. Passengers' luggage carried on the cars is strictly limited to 10 kg. (22 lbs.) of hand-luggage, but an allowance of 30 kg. (66 lbs.) of free luggage may be forwarded by rail to the destination.

The journey is made in 6 stages as follows: I. Biarritz to *Eaux-Bonnes*, 126½ m. (204 km.), viâ *St-Jean-Pied-de-Port*, where lunch is taken.—II. Eaux-Bonnes to *Cauterets* (half-stage), 38 m. (61 km.), viâ the Col d'Aubisque.—III. Cauterets to *Luchon*, viâ the Col du Tourmalet, Col d'Aspin, and Col de Peyresourde, 90½ m. (146 km.), with midday halt at *Bagnères-de-Bigorre*.—IV. Luchon to *Ax-les-Thermes*, viâ the Col du Portet-d'Aspet and the Col de Port, 98 m. (158 km.), with midday halt at *St-Girons*.—V. Ax-les-Thermes to *Vernet-les-Bains* viâ the Col de Puymorens, 77½ m. (125 km.), with midday halt at *Font-Romeu*.—VI. Vernet-les-Bains to *Cerbère* viâ the Col de Fourtou, 77 m. (124 km.), with midday halt at *Amélie-les-Bains*.

For the *Route Thermale d'Auvergne*, see p. 235; *Route du Littoral* (Marseilles to Nice), see p. 146.

Tourists Agents. General information, including the leaflets issued by the local 'Syndicats d'Initiative' (p. xxxviii), may be obtained at the *Office National du Tourisme* (London branch, 56 Haymarket, S.W. 1; Paris office, 17 Rue de Surène, 8e). In addition there are many tourist agents who sell railway tickets and circular tour tickets and provide information, and who, for the payment of an inclusive sum, will relieve the traveller of all trouble and anxiety with regard to transport and hotel accommodation. Tours to suit all purses are arranged by the tourist agencies in London mentioned below, several of which have branches in other towns. Travellers who join a party with a fixed itinerary pay considerably less than those who are 'conducted' independently with an itinerary of their own choosing.

Thomas Cook & Son, Ludgate Circus, E.C. 4, 125 Pall Mall, S.W. 1, 378 Strand, 38 Piccadilly, 86 Oxford St., 122 High Holborn, 81 Cheapside, 21 Kensington High St., etc.; *Pickford's Ltd.*, 205 High Holborn, W.C. 1, 156 Brompton Rd., S.W. 3, etc.; *Sir Henry Lunn Limited*, 5 Endsleigh Gardens, N.W. 1; *George Lunn Tours Ltd.*, 74 Wigmore St., W. 1; *American Express Co.*, 6 Haymarket, S.W. 1, and 84 Queen St., E.C. 4; *Dean & Dawson*, 84B Piccadilly and 26 Aldersgate St.; *Frame*, 92 Southampton Row, W.C. 1; *Polytechnic Touring Association*, 309 Regent St., W. 1; *Continental Express Ltd.*, 57 Gracechurch St., E.C. 3. The London office of the *International Sleeping Car Co.* is at 20 Cockspur St., S.W. 1, the Paris office at 5 Boul. des Capucines.

IV. HOTELS AND RESTAURANTS

First-class hotels with every modern luxury are to be found at the fashionable resorts of the Riviera and the Basque Coast, with charges varying from about 10/ for a single room, and from c. 7/6 to c. 10/ for luncheon or dinner. The leading hotels at the other chief summer and winter resorts and in the larger towns are good and not so expensive. In the smaller towns and in the country districts the hotels are generally clean and fairly comfortable, without being luxurious. In many hotels and restaurants in the wine-growing districts, the price of 'vin ordinaire' is included in the charge for table-d'hôte. The inscription 'T.C.F.' displayed by a hotel indicates its inclusion in the list of the Touring-Club de France (comp. p. xxxviii).—The gratuities expected by hotel servants amounts roughly to 10 per cent. on the amount of the bill. In some hotels 10 per cent. is added to the bill for 'service,' and at these gratuities need not be given.

Taxe de Séjour. At certain holiday resorts and tourist centres a daily 'residence tax' is levied upon the visitor for periods of not more than 28 days. The tax, varying from 3 fr. 60 c. at hotels de luxe to 30 c. at hotels of the fourth class, is added to the hotel bill. There is sometimes also a very small 'taxe additionnelle.'

Restaurants and Cafés. The larger towns, and some of moderate size, contain restaurants where travellers may prefer to lunch or dine; but in the smaller places meals are best obtained in the hotels. The charge at a first-class restaurant is about 25 fr. for a table-d'hôte meal; good cooking is, however, often found at much more inexpensive establishments. The larger railway buffets provide good table-d'hôte meals from noon until 3 o'clock and from 6 to 9 p.m., and serve meals à la carte at other hours.—The cafés are generally situated in the principal squares, and in the larger places music is one of their chief features. Note-paper and postage stamps can be obtained from the waiters.—The head waiter ('maître d'hôtel') should not be addressed as 'garçon,' a term reserved for his subordinates.

V. WINES AND COOKERY IN SOUTHERN FRANCE

Wines. The best wines in Southern France are produced in the neighbourhood of Bordeaux, and pre-eminent among these are the wines of the Médoc peninsula. The four principal vineyards which alone produce wine of the 'premier grand cru' are *Château-Lafite* and *Château-Latour*, at Pauillac; *Château-Margaux*, the favourite wine of Louis XVIII, at Margaux; and *Château-Haut-Brion*, at Pessac. Second to these rank the Pauillac wines of *Château Mouton-Rothschild* and *Pichon-Longueville; Château-Léoville* and *Château-Gruaud-Larose* from St-Julien; *Clos-Destournel* from St-

Estèphe; and the vintage wines of *Cantenac*. *Château-Pontet-Canet*, much esteemed in England, is of the fifth grand cru. The king among white wines—or rather the queen, for it is a saying in France that Bordeaux is the lady among wines as Burgundy is the gentleman—is the delicious *Château-Yquem*, from the district of Sauternes, S.E. of Bordeaux, with its sweet but never cloying savour. Among the other fine wines of *Sauternes* and *Barsac* may be mentioned the *Château-La-Tour-Blanche*. Not in the very first class but admirable in their way are the rich dark wines of *St-Emilion* and *Entre-deux-Mers*, grown respectively on the N. and S. banks of the Dordogne, and the white wines of Médoc, known generally as *Graves*, from the gravelly soil on which they flourish.

Each of the other provinces of Southern France produces its own wines, little known by name outside their districts, and drunk to best advantage with the local dishes. The departments of Aude and Hérault produce between them more wine than all the rest of France, but it is of indifferent quality, though the wine of *Jurançon*, from Pau, and the heavy strong wines of *Roussillon*, from Rivesaltes and Banyuls, have a well-deserved local repute. The rich fare of Provence goes well with the strong wines of the Rhône valley, such as *Châteauneuf-du-Pape*, *Tavel*, *Côtes-Rôties*, and *Hermitage*. The last, as Meredith says, "has the light of the antique; the merit that it can grow to an extreme old age." Hermitage and *Beaujolais*, the latter often regarded in England as an inferior sort of Burgundy, will be appreciated with the quenelles of Lyons (see p. xxxiii). The *Vin de Sable* (Messanges, etc.), which grows beside the lagoons of the Landes, is much relished with the local oysters and wild duck. The vineyards of *Cognac* and *Armagnac* are devoted to the manufacture of brandy.

Cookery. Travellers who seek in restaurants of local reputation more 'characteristic' meals than are offered by the ordinary tourist hotel are at first inclined to suspect that the dishes peculiar to Southern France are little more than compounds of olive oil and garlic. As a matter of fact it is the complete understanding of the use of these ingredients, aided by the subtle atmosphere of the South, that raises southern cookery to the rank of a fine art.

South-West France. The people of Bordeaux and Gascony have the reputation of hearty eaters, and the local dishes have a character accordingly. Among the many egg dishes *omelettes au piment*, flavoured with mild pimentoes of a soft metallic taste, are characteristic, as are also *gâteaux de maïs*, maize-cakes in the Italian style. Birds are much appreciated, from the *petits oiseaux* stewed in thick black gravy or roasted on a skewer, to the notable turkeys of

Gascony. *Dinde aux marrons*, turkey stuffed with whole chestnuts, is equal to the best product of Norfolk. Larks are killed during a few weeks in September and are roasted in vine leaves; wood-pigeons (*palombes*) are served en casserole; and the wild duck of the lagoons are justly famous. Most famous of all, however, is the *confit d'oie*, a conserve of goose, made in the autumn. For this the fattened geese, drained of blood, are flavoured with salt and garlic, and slowly cooked in an earthenware jar; when ready they are covered with fat and potted. The liver is treated separately, either made into *paté de foie gras* with truffles, or perhaps stewed in white wine. *Cepes à la Bordelaise* are fungi, such as are found in the cork-oak woods, dried and fried in oil. They may be seen hanging to dry in garlands in the village kitchens. The oysters of Arcachon and Hosségor are nearly equal to those of Marennes, and the *matelote de lamproie* is a rich stew of the lampreys whose lusciousness helps to explain the legendary fate of Henry I. Pauillac lamb rivals Southdown mutton in flavour.

Béarn and the Pyrenees. The staple dish here is *garbure*, a cabbage soup blended with warm Béarnais pimento, haricot beans, potatoes, and a portion of confit d'oie, so stiffly mixed that a spoon can stand upright in it. *Piperrade* is made of tomatoes fried in goose or pork fat with onions and pimentoes and served with eggs fried in oil.

Languedoc is famous for tomatoes and snails, the latter called *escargots de vigne* or *petits gris*. The *cassoulet* of Castelnaudary is a substantial stew of mutton, pickled pork, sausages, and possibly confit d'oie, flavoured with garlic and garnished with haricot beans. *Roquefort* cheese is the most famous in the south; it should be moist in appearance. In the Rouergue the peasant's soup is *oulade*, a dish of vegetables and bacon named from the ' oule ' or copper pan in which it is cooked. *Mourtayrol*, made in a ' mortier,' is an Easter delicacy, made of beef, chicken, ham, and vegetables, to which are added bread, saffron, and water. The liquid and vegetables are served as soup, the rest forms a second course. *Petites* are small rolls of tripe stuffed with herbs and ham and stewed in earthenware jars with lambs' feet.

The fare of Auvergne has a reputation for monotony, yet in no part of France do we find a greater variety of mushrooms, which are delicious when fried together. *Boudin* is a white pudding of pork flavoured with fennel and rum and served with fried russet apples. The sweets peculiar to Auvergne are acacia flowers dipped in batter flavoured with orange-water and fried, and *milliard*, a kind of batter pudding containing black cherries. *' Cadet Mathieu '* is nothing more than apple pie. Farther W., in the Limousin, we may enjoy *clafoutis*, a baked custard filled with black cherries.

The food of the LYONNAIS is noted for its richness. *Poulet Célestine*, made with one of the famous chickens of the Bresse, is a lightly fried chicken with a sauce of dry white wine and liqueur brandy; crayfish, *oreilles de veau farcies*, and *quenelles* are likewise famous at Lyons. The last is a rich dish of mashed fish, breadcrumbs, and butter, shaped into a roll and stewed in a pink sauce of cream and crayfish. *Fondue de Belley* is a glorified 'Welsh rarebit' with the addition of eggs and truffles. Valromey in Savoy is famous for its *morilles*, a spongy fungus of delicate flavour, but almost impossible to clean of sand.

The cooking of PROVENCE is commonly regarded as most typical of the 'Midi.' To be fully appreciated, the midday meal should be served in a darkened room and followed by a siesta. A typical meal might begin with *saucisson d'Arles*, black olives, or '*pommes d'amour*' (i.e. tomatoes) as hors d'œuvre. The ingredients of the soup *aigo boulido* are oil, garlic, herbs, pepper and salt, and yolk of egg. In Marseilles *bouillabaisse* would follow, but in Marseilles or its neighbourhood only (though Thackeray sings of bouillabaisse in Paris), for in the gulf are caught the *rascasse*, *roucaou*, and *St-Pierre*, the three fish which are essential to its success. The complete dish is a stew of hard and soft fish with onions, oil, garlic, saffron, and boiling water. The liquor is strained on to slices of bread and served separately. Vegetable dishes include various preparations of the *aubergine* (*au naturel* or *farcie*), and *artichaut farci*, moistened with oil and baked. *Aïoli*, a mayonnaise, served with a disproportionately small quantity of fish, is composed of vinegar, milk, breadcrumbs, and oil, blended with pulverized garlic; a mess of codfish called *brandade* is a favourite dish; *poutargue*, from Martigues, is a kind of caviare made of dried roe, oiled and pressed; *tian*, a dish of vegetables, eggs, and fish, flavoured with cheese and garlic, is highly esteemed at Carpentras. The goat's-milk cheeses of St-Marcellin and Chabichou are too often like plaster, but when in perfect condition are delicious.

VI. POSTAL INFORMATION

Post offices are generally open from 8 a.m. to 7 p.m. on week-days and are closed on Sun. and recognized holidays. Correspondence marked 'poste restante' (to be called for) may be addressed to any post office, and is handed to the addressee on proof of identity (passport or identity card) and payment of a fee of 20 c. for each letter or package. The surname of the addressee should be very clearly written and no 'Esq.' should be added. Letters are registered ('recommandé') for a fee of 75 c. in France, 1 fr. for abroad. Registered letters are not delivered without proof of identity.—

Postage stamps are on sale at most tobacconists' shops. Letter-boxes, often merely an insignificant slit, are painted blue.

	In France.	Abroad.
LETTERS . .	30 c. for 20 gr.; 50 c. for 50 gr.; 75 c. for 100 gr.; then 20 c. per 100 gr.	1 fr. for 20 gr.; then 50 c. per 20 gr.
POST CARDS .	20 c.; reply 40 c.	60 c.; reply 1 fr. 20 c.
PICTURE POST CARDS .	15 c. (with not more than 5 words).	45 c. (with not more than 5 words).
NEWSPAPERS .	2 c. each, up to 60 gr.	20 c. per 50 gr.; minimum 1 fr.
TELEGRAMS .	20 c. per word (minimum 2 fr., plus 50 c. tax).	To Great Britain, 90 c. per word. To New York, 3 fr. 75 c. per word.

Letters may be sent by AIR MAIL at the following *additional* charges: up to 20 gr., 40 c.; 20–50 gr., 70 c.; 50–100 gr., 1 fr.; then 20 c. per 100 gr.

VII. MOTORING AND CYCLING

Motoring. Motorists and motor-cyclists proposing to tour in France will save much trouble by joining the *Automobile Association* (Fanum House, 66 Whitcomb St., London, W.C. 2) or the *Royal Automobile Club* (Pall Mall, S.W. 1). Members of the former (the 'A.A.') pay an entrance-free of 21/ and an annual subscription of 42/ (motor-cycles, half these fees); associate members of the Automobile Club pay an annual subscription of 42/. These societies arrange for the issue to their members of 'triptyques' or entry-permits ('carnets de passage' when they apply to more than one country), which reduce the frontier formalities to a minimum; and they furnish also the international driving licences and the nationality and description plates required by the terms of the International Convention. Each car should have two white lights in front and a red rear light. The number plate must be illumined at night. The horn should be high-toned.

SHIPMENT FEES vary according to the weight and bulk of the car: from Southampton to *Le Havre*, *Cherbourg*, or *St-Malo*, minimum (at owner's risk) £4; from Newhaven to *Dieppe* £4 15/. Motor-cycle from Southampton to *Caen*, *Le Havre*, or *St-Malo* 8/7; from Newhaven to *Dieppe* 12/; from Dover or Folkestone to *Calais* or *Boulogne* 20/. No motor spirit may be shipped either in the tank or in tins, but a supply of 'essence' (not 'pétrole') may be obtained on the quay at the port of entry. Many motorists buy only a small supply on the quay and fill up at one of the larger establishments in the town.

Immediately on ENTERING FRANCE the motorist must obtain a 'laissez passer' at a Bureau des Contributions Indirectes, stating the proposed duration of his stay, and paying at the rate of 2 fr. 50 c. per day. A 'permis de circulation' extending the period (if necessary, to the last day of the current quarter) may be obtained on payment at the rate of 20 c. per horse-power per day. If a new quarter be entered (quarter days Jan. 1st, April 1st, July 1st, Oct. 1st) the motorist must at once pay a quarter's tax on his car at ordinary French rates (36–52 fr. per horse-power per annum; cycle-cars 120 fr. per annum), for which he will receive another 'permis de circulation.' It is important to conform to these regulations without a day's delay, and also, when crossing a frontier (especially by other than a main road), to see that the triptyque or carnet is properly stamped by the customs officials.

The ROADS in France, especially the 'routes nationales' or main highways maintained by the State, are excellent for motoring or cycling as regards gradients, though the surface has in many cases been suffered to deteriorate. The roads next in importance are the 'routes départementales' and 'grandes routes' or 'grandes chaussées.' Distances in kilomètres are given on the usual stones and on the guide-posts. Warning signs, which are for the most part self-explanatory, are placed on the right-hand side of the road. There is no speed limit for motor-cars in France, but drivers are expected to slow down at the sign 'Ralentir' outside villages and, in fact, whenever prudence demands it. Drivers should halt at once on hearing the gendarme's whistle.

The RULE OF THE ROAD in France is to pass on the right and to overtake on the left. At forks and cross-roads right of way must be given to traffic on the 'routes nationales' or other great roads; when there is no 'superior' road, to traffic coming from the right.

GENERAL HINTS. In spite of statements to the contrary tyres to fit British cars are not always easily obtained in France; spares should therefore be taken. If spare parts have to be sent out after the car, this is best arranged through the A.A. or the Automobile Club. Old parts must be re-exported with the car. The best 'essence' is known as 'Tourisme' and is obtained from a pump (by the 'bidon') or in sealed tins. The 'bidon' or usual tin holds 5 litres, or just over a gallon (1·1 gal.). In warm climates a thicker oil should be used than at home. A spare tin of water should always be carried. Shock-absorbers are a prudent addition, though 'casses,' or drainage gullies, across roads are not so frequent as formerly. Frontiers should be crossed only at hours when the custom-houses on both sides are open. Customs formalities take $\frac{1}{2}$–$\frac{3}{4}$ hr.

CARS FOR HIRE are available in most towns of any size at variable charges, ranging from 3 fr. per kilomètre, or roughly 5 fr. per mile, upwards. Light cars may perhaps be hired at lower rates. It is desirable to fix the length of the journey beforehand with a map, as estimates of distances by car-owners generally err on the liberal side.

Cyclists entering France with their machines must have a passport (p. xxiv) and are required to deposit the amount of the customs duty on their machines This latter formality may be avoided by obtaining a ' customs ticket ' (issued free to members) from the *Cyclists' Touring Club* (280 Euston Road, London, N.W. 1). All cycles should have a bell or horn and a lamp, and must bear also a tax-disc (3 fr. per year for each seat; motor cycles 12 fr.) and an identification disc with the owner's name and address. Foreign cyclists, who must obtain a ' permis de circulation ' (2 fr.) from the customs authorities or at any tobacconist's, are exempted from the 3 fr. tax.

Glossary of Motoring and Cycling Terms. The following short glossary of technical terms is intended to be a help in time of trouble, especially in out-of-the-way places where English is not understood. The words in italics are feminine in French.

AXLE, essieu
BACK FIRE, retour de manivelle
BEARING, coussinet, palier. Ball bearing, coussinet à billes
BELL, grelot, *sonnette*
BELT, *courroie*
BOLT, boulon, *cheville*
BONNET, *capote*
BRAKE, frein
BROKEN DOWN, en panne
BUCKLED WHEEL, *roue voilée*
CAMSHAFT, arbre à cames
CARBIDE, carbure
CARBURETTER, carburateur
CHECK VALVE, *soupape de détente*
CLUTCH, embrayage
COCK or Tap, robinet
COG WHEEL, *roue dentée*
COIL, *bobine*
CONDENSER, condensateur
CONNECTING ROD, *bielle*
COUPLER, *bielle*
CRANK, *manivelle*. Crank pin, boulon de manivelle. Bent crank, *manivelle faussée*
DIFFERENTIAL GEAR, engrenage différentiel
ECCENTRIC ROD, *tige* d'excentrique
EXHAUST, *évacuation*, échappement
FIRING (in carburetter), allumage
FORK, *fourche*, Hollow fork, *fourche creuse*
FRAME of motor, châssis. Of bicycle, cadre
FRICTION, frottement
GEAR, engrenage. Out of gear, désengrené. Gear up, multiplier
HANDLE, *poignée, manette*
HORN, cornet
HUB, moyeu
IGNITION, allumage, *ignition*
INDUCTION VALVE, *soupape* d'induction
JACK, cric
LAMP BULB, *ampoule*
LEVER, levier
LIFTING TACKLE, palan, guindeau
LINCH PIN, *clavette*
LUBRICATING OIL, *huile* à graisser
LUBRICATOR, graisseur
MISFIRE, raté
MUDGUARD, garde-crotte, paracrotte
NUT, écrou
PACKING, *garniture*
PATCHES (rubber), *pastilles*
PEDAL, *pédale*
PETROL, *essence* (' Tourisme ')
PIPE, tuyau
PISTON PIN, clapet du piston
PLUG, bouchon. Contact plug, *cheville* de contact
PRESSURE GAUGE, manomètre
PUNCTURE, *perforation*
REPAIRS, *réparations*
RIM, *jante*. Hollow rim, *jante creuse*
RUBBER, caoutchouc. Rubber solution, *dissolution*
SCREW, *vis*
SHAFT, arbre
SIDE-SLIP, dérapage
SILENCER, silencieux

SKIDDING, patinage
SOCKET, *douille*
SPANNER, *clef*
SPARKING PLUG, *bougie*
SPLIT PINS, *goupilles doubles*
SPOKE, rayon
SPRING, ressort
SPROCKET CHAIN, *chaîne* à hérisson
STEERING WHEEL, *roue directrice* Steering bar, guidon
STUFFING BOX, *boîte* à garniture
SUCTION BOX, *boîte* d'aspiration
SWITCH, interrupteur
THROTTLE VALVE, étrangleur
TYRE, caoutchouc, pneu. Deflated tyre, pneu dégonflé
VALVE, *soupape, valve*
VICE, étau. Hand vice, étau à main
WASHER, *rondelle*
WATER JACKET, *poche* d'eau
WRENCH, adjustable, *clef anglaise*

VIII. GENERAL HINTS

Season. The term ' Southern France ' covers so wide and so varied an area, that some part of this fascinating country may be seen at its best at almost any time of the year.

SPRING, as a general rule, is inclined to be rainy, especially in the mountain districts, but the fine intervals are unsurpassed at any other season, and the Alpine and Pyrenean flowers are at their best.—In SUMMER, especially from July 15th to Aug. 15th, the bathing resorts on the Atlantic coast and the ' spas ' of Auvergne and the Pyrenees are apt to be crowded, in spite of the heat, which is often excessive. In June and September accommodation is cheaper and less in demand, and the temperature is more suitable for active holiday-making. Provence is often visited in the AUTUMN, for, although the mistral blows very keenly at that season, the merciless summer glare of the white roads has abated somewhat. The Riviera is delightful in autumn and considerably less expensive than in winter. The height of the WINTER season on the Riviera lasts from mid-Dec. to April; hotel accommodation must be reserved in advance. The WINTER SPORTS facilities are fully detailed in the *Blue Guide to the French Alps*. The favourite sports resorts, besides Chamonix, are Megève, St-Pierre-de-Chartreuse, Mont-Revard, Villard-de-Lans, etc. In the Pyrenees the snow-fall comes late in the winter, and there is not usually a depth of snow sufficient for ski-ing until the middle of February. In the exceptionally mild winter of 1924–25, winter sports were impossible until the middle of March even at the highest resorts. Font-Romeu and Superbagnères are the two Pyrenean stations that cater especially for the winter sportsman and are provided with specially laid-out bobsleigh runs. Excellent ski-slopes are to be found also in the neighbourhood of Cauterets, Gavarnie, and Gripp-Artigue.

Language. Except in out-of-the-way districts the traveller who knows no language but English will meet with few difficulties in Southern France. English is very generally understood in the towns, and especially at the hotels; but

familiarity with French will add much to the traveller's enjoyment.

Public Holidays. General public holidays in France are New-Year's Day, Easter Monday, Ascension Day, Whit Monday, July 14th (Fête Nationale), Assumption Day (Aug. 15th), All Saints' Day (Nov. 1st), Armistice Day (Nov. 11th), and Christmas Day. In addition there are various local holidays.

Syndicats d'Initiative. The 'syndicats d'initiative,' to be found at all tourist resorts, are associations formed to attract and assist the visitor by supplying him (usually gratis) with details of local attractions and excursions, small local guide-books and maps, and other useful local information. The pamphlets and leaflets issued by these syndicats may be obtained in London at 56 Haymarket, S.W. 1 (see p. xxix).

Touring-Club de France. Tourists derive a number of advantages by joining the *Touring-Club de France* (65 Avenue de la Grande-Armée, Paris; 15 fr. per annum), probably the largest association of its kind in the world. Motorists and cyclists who are members of the Club are relieved of many tiresome formalities on entering or leaving France, and their garage expenses are lower in the hotels affiliated to it.—The Paris headquarters of the *Club Alpin Français* are at No. 30 Rue du Bac.

Weights and Measures. The metric system, a uniform decimal system of weights, measures, and coins, was legalized in France in 1801 and became obligatory in 1840. The *mètre* is the unit of length, the *gramme* of weight, the *are* of land-measurement, the *litre* of capacity. Greek prefixes (déca-, hecto-, kilo-, myria-) are used with these names to express multiples; Latin prefixes (déci-, centi-, milli-) to express fractions (kilomètre = 1000 mètres, millimètre = 1000th part of a mètre).

For approximate calculations the mètre may be taken as 39 inches, the litre as $1\frac{3}{4}$ pint, the hectolitre as 22 gallons, the hectare as $2\frac{1}{2}$ acres, 15 grammes as $\frac{1}{2}$ oz., and 5 kilomètres as 3 miles.

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Approaches. The main railway routes from Paris to S.E. France all start from the Gare de Lyon.

From Paris to Lyons and Grenoble, 393 m. (633 km.), railway in 11–13¼ hrs. (194 fr. 65, 127 fr. 15, 80 fr. 5 c.); to *Lyons* (Perrache station), 318 m. (512 km.) in 7¾–10 hrs. (157 fr. 45, 102 fr. 80, 64 fr. 75 c.).

From Paris to Annecy and Chamonix, see Rte. 1.

From Paris to Aix-les-Bains, Chambéry, and Modane, see Rte. 2.

From Bordeaux to Lyons, viâ Montluçon and St-Germain-des-Fossés, 389½ m. (627 km.) in 13½–14½ hrs. (two through trains daily, 192 fr. 80, 125 fr. 90, 79 fr. 30 c.). See Rte. 36.

For approaches from the S. (Marseilles to Grenoble, Nice to Digne), see Rtes. 20, 25.

For the *Route des Alpes*, see p. xxviii.

Savoy, which includes the N. portion of the French Alps, and Dauphiny, which comprises the central portion, are described in greater detail, more especially from the points of view of the mountaineer, the pedestrian, and the motorist, in the *Blue Guide to the French Alps*.

SAVOY, the ancient duchy and province united to France in **1860**, now consists of the departments of *Haute-Savoie* (chief town, Annecy) and *Savoie* (chief town, Chambéry). It is one of the most beautiful regions in France, including the Lakes of Geneva and Annecy, the Lac du Bourget, rich pastoral valleys of Swiss character, and the high Alps culminating in Mont Blanc (**15,781** ft.). Aix-les-Bains and Evian are fashionable spas of the first rank. Owing partly to its stormy history the towns of Savoy preserve comparatively few mediæval monuments; but ruined castles and villages with their typical belfries add interest to the landscape. Many places recall memories of Jean-Jacques Rousseau and of Lamartine.

The princely house of Savoy was founded c. **1027** on the N.W. or French slope of the Alps by Humbert the White-Handed (p. **16**). Otho (**1048–60**), his son, gained a footing in the valley of the Po by his marriage with Adelaide, heiress of the marquisate of Susa, and Humbert II assumed the title of Prince of Piedmont in **1091**. Thenceforward, for eight centuries the house of Savoy "treated Italy as an artichoke to be eaten leaf by leaf." Their accessions of territory were not confined to Piedmont and Lombardy, but extended for a time over the Valais and Vaud in Switzerland. Count Peter (**1263–68**), uncle of Eleanor wife of Henry III of England, was made Earl of Richmond and built the Savoy Palace in London. His brother, Boniface of Savoy

(d. **1270**), became Archbishop of Canterbury, and a second brother, William, was made President of the Council. Amadeus V ('the Great'; **1285–1323**) greatly extended the domains of Savoy, and Amadeus VIII (**1383–1450**) was in **1416** created Duke of Savoy and Piedmont by the Emperor Sigismund. By the treaty of Utrecht (**1713**) Victor Amadeus II (**1675–1730**), who fought against France in the War of the Austrian Succession, was rewarded with the Kingdom of Sicily, exchanged in **1720** for that of Sardinia, of which Savoy now became a part. In **1792–1814** Savoy was occupied by the French, but on the downfall of Napoleon in **1815**, Victor Emmanuel I of Sardinia resumed possession. Charles Albert (**1831–49**) began the war of Italian independence, and after the accession of his son Victor Emmanuel II (d. **1868**), first king of Italy, the house of Savoy became completely identified with Italy. Savoy, the ancient home and cradle of the dynasty, was sacrificed for the Italian cause in **1860** by a secret understanding between Napoleon III and Cavour.

DAUPHINY, Fr. *Dauphiné*, an ancient province, now represented by the departments of the *Isère* (chief town, Grenoble), the *Drôme* (chief town, Valence), and the *Hautes-Alpes* (chief town, Gap), compri es the middle part of the French Alps and includes the highest peaks (Ecrins, **13,452** ft ; Meije, **13,065** ft.). Its scenery is full of grandeur, though rather desolate in the upper valleys; the Vale of Grésivaudan near Grenoble is famed for its rich vegetation and mountainous setting, and beyond the valley of the Durance the landscape assumes a Southern character. Grenoble and the Grande-Chartreuse are perhaps the most famous points. The 'Seven Wonders of Dauphiny,' of very unequal interest, are the Grotte de la Balme (p. **38**), the Tour-sans-Venin and Cuves of Sassenage (p. **49**), the Fontaine Ardente (p. **72**), the Fontaine Vineuse, near Veynes, the Pont de Lesdiguières (p. **49**), the Motte-Tremblante, near Gap, and Mont-Aiguille (p. **72**).

When the kingdom of Provence or Burgundy began to break up into small principalities in the 11th cent. the counts of Albon, between Vienne and Valence, under the style of dauphins of Viennois, considerably extended their dominions. In **1341**, however, the childless Humbert II (**1333–49**) sold his possessions to Charles of Valois (later Charles V of France); in **1422** the counties of Die and Valence were bequeathed to Charles VI and added to Dauphiny; and down to the Revolution the history of the province consists mainly of the struggles of the Dauphinois to maintain their liberties against the encroachments of the crown. When Charles Valois became king of France in **1364** he assigned the dauphinate to his son, and thereafter, until **1830**, the title of dauphin was borne by the heir to the French throne, the last dauphin being Louis Antoine, son of Charles X. The feudal title of 'Dauphin' seems to have been originally a personal name (Dalfinus or Delfinus; without demonstrable connection with 'dolphin') which, assumed as an extra name or nickname by Count Guigues IV (**1125–42**), was adopted as a patronymic by his successors and came to be recognised as a title of dignity.

Lyonnais, one of the smallest ancient provinces of France, is now divided into the departments of the *Rhône* (chief town, Lyons) and the *Loire* (chief town, St. Etienne), and its interest centres in its towns. It included the former lordships of *Le Forez* (chief town, Montbrison), N. of St. Etienne (comp. p. **211**), and *Le Beaujolais* (chief town, Villefranche), N. of Lyons, both added to the crown under Francis I.

1. FROM PARIS TO ANNECY AND CHAMONIX

RAILWAY, 438 m. (705 km.) in 15 hrs. during the summer and winter seasons (July–Aug. and Dec.–Feb.), in 17–24½ hrs. during the rest of the year (216 fr. 80, 141 fr. 60, 89 fr. 20 c.); to *Annecy*, 372½ m. (600 km.) in 10½–11 hrs. (184 fr. 50, 120 fr. 50, 75 fr. 90 c.). Through coaches run from Paris to St-Gervais-les-Bains, where carriages are changed for Chamonix.

An alternative route to Chamonix (430 m., 693 km.) in 17½ hrs. (213 fr. 10, 139 fr. 20, 87 fr. 70 c.) runs viâ Bellegarde and Annemasse joining the Annecy route at La Roche-sur-Foron. This is the shortest route, but carriages are changed at Annemasse, La Roche-sur-Foron, and St-Gervais-les-Bains.

From Paris (Gare de Lyon) to (348 m., 560 km.) *Aix-les-Bains*, see p. 10. Leaving Aix with the engine at the reverse end we ascend the Sierron.—351 m. *Grésy-sur-Aix*, for the Gorge of the Sierroz and the Cascade de Grésy (p. 12).—356 m. *Albens* is the station for (5 m. W.) *La Chambotte* (2760 ft.; Hotel), a view-point above the Lac du Bourget, and a favourite excursion by motor-brake from Aix.—361 m. (581 km.) **Rumilly** (*Hôt. du Commerce; du Lion-d'Or*), a small town (2617 inhab.) at the meeting of the torrents of the Chéran and the Néphaz, is the old capital of the Albanais, one of the smaller 'pays' of Savoy, noted for its breed of cattle. It was besieged in 1630 by Louis XIII, in 1690 by Louis XIV, and in 1742 by the Spaniards. The belfry of the church dates from the 12th cent., and there are some picturesque old houses in the Grande-Rue and its side-streets.—A service of autocars plies hence to (10 m.) *Seyssel*, on the railway from Culoz to Geneva, viâ the deep valley of the Fier.

We cross a viaduct over the Chéran.—Beyond (365½ m.) *Marcellaz-Hauteville* the line follows the course of the Fier, which is repeatedly crossed. There are picturesque glimpses of the river, which has cut deeply through the soft sandstone of the district.—369 m. *Lovagny-Gorges-du-Fier* is the station for the **Gorge of the Fier* (1½ hrs. there and back; tickets of admission, 1 fr., are obtained at a chalet-restaurant at the entrance). The return from the gorge should be made viâ the Lovagny road (l.), passing the 14–16th cent. castle of *Montrottier* (open May–Nov.; adm. 2 fr.), which contains a rather mixed collection of antiques.

372½ m. (600 km.) **ANNECY** (1470 ft.; 14,190 inhab.), the chief town of the department of *Haute-Savoie* and the seat of a bishopric, is charmingly situated on the blue Lake of Annecy, at the foot of the Crêt du Maure, a spur of the Semnoz. The old town, with its arcaded streets, is intersected by canals, the chief of which, the *Canal du Thiou*, empties the waters of the lake into the river Fier. Annecy is interesting historically for its associations with St. Francis of Sales and Jean-Jacques Rousseau, and, although scarcely a fashionable resort, it is a favourite centre for excursions on the lake and in the massif of the Bauges (p. 12). It has

busy linen-bleacheries and pottery works. The season for visitors lasts from May till October.

Railway Station (Pl. A 2, 3; *Buffet*), Rue Sommeiller. Luggage from Switzerland viâ Annemasse or from the neutral zone is examined at Annecy.—*Tramway Terminus* (Gare du Tramway; Pl. A 3) for Thônes, close to the station.

Hotels. IMPERIAL-PALACE (Pl. a; E 2), 180 beds, L. or D. 25, pens. 75 fr., on the lake N.E. of the town.—HÔT. DE VERDUN (Pl. b; C 2), Place du Théâtre, R. 15, D. 15, pens. 45 fr.; D'ANGLETERRE ET GRAND-HÔTEL (Pl. c; B 3), 9 Rue Royale, R. 30, L. 15, D. 18, pens. 50 fr.; DU MONT-BLANC (Pl. d; C 2), 7 Rue Vaugelas; BEAU-RIVAGE, on the lake, 1 m. S. of the town, R. 18, L. 12. D. 15, pens. 45 fr.—TERMINUS (Pl. e; B 3), opposite the station, R. 10, D. 10, pens. 30 fr.; DE LA GARE (Pl. f; B 3), Place de la Gare; DES NÉGOCIANTS (Pl. g; B 3), 5 Rue Royale, R. 12, D. 12, pens. 28 fr.; DU COMMERCE, R. 12, D. 12, pens. 35 fr.; DE L'EUROPE; DU SEMNOZ; DE FRANCE, R. 10, D. 8, pens. 30 fr.; etc.

Post Office (Pl. B 3), at the corner of the Rue Royale and Rue de la Poste.—SYNDICAT D'INITIATIVE (Pl. C 3), at the corner of the Rue du Pâquier and Quai Chappuis.

Tramway to Thônes, see p. 7.—AUTOCARS of the Route des Alpes, see p. 8.—MOTOR-BRAKES, see p. 7.

Steamers on the lake, see p. 7.—Rowing and sailing boats for hire.

History. The chief town of the counts of Genevois in the 10th cent., and later an appanage of the dukes of Savoy, Annecy was of little importance until 1535, when it became the seat of the bishop and of the various monastic institutions expelled from Geneva at the Reformation.—St. Francis of Sales (p. 7) was bishop of Annecy from 1602 till 1622, and here in 1610 his friend and sister saint, Jeanne de Chantal (p. 7), founded the first convent of the Visitation. It was at Annecy in 1728 that the truant Jean-Jacques Rousseau, at the age of sixteen, found a refuge with Mme. de Warens; and many passages of his 'Confessions' relate to his life here. Among natives of the town ('Annéciens') are Robert of Geneva, who became antipope at Avignon (1378–94) under the style of Clement VII (one of 'two dogs snarling over a bone,' as Wyclif called them), and Eustache Chappuis (d. 1555), an ambassador of Charles V and founder of the college of Annecy.

The Rue Royale, the chief street of Annecy, leads N.E. in the direction of the lake, passing the arcaded Rue Notre-Dame (r.), with the church of *Notre-Dame-de-Liesse* (Pl. B 3), rebuilt in the classical style with the exception of the original square belfry, and is continued by the arcaded Rue du Pâquier, on the left in which is the mansion of the Sales family, decorated by stone busts. Beyond the Place du Théâtre (Pl. C 3), on the left, extends the Promenade du Pâquier, with fine trees and a monument to Eugène Sue (p. 7), and on the right, bordering the lake, the Champ-de-Mars prolonged by a grassy esplanade, with a statue of Germain Sommeiller, the engineer of the Mont-Cenis Tunnel, and a *View (indicator) of the mountains framing the lake.

From the Champ-de-Mars a bridge leads S. to the *Jardin Public* (Pl. C, D 3), in which are monuments to Berthollet, (p. 7), and to President Carnot, who practised as a civil engineer at Annecy in 1864–70. Immediately to the E. is the *Hôtel de Ville* (Pl. C 3), with an inner courtyard enclosed by porticoes, in which is a Gallo-Roman lapidary museum. The **Musée**, on the fourth floor, contains a small gallery of paintings of the French school, and important archæological collections. It is open free in July–Sept. on Sun., Tues., and Wed., from 9–12 and 1.30–4.

The church of *St-Maurice* (1422–45), opposite the E. front of the Hôtel de Ville, originally belonged to a Dominican convent; it has good Flamboyant windows in the apse, and contains a Descent from the Cross by Pourbus the Elder, a Holy Family by Kraeck (1578), and an Adoration of the Magi of the Italian school (17th cent.). On the right of the church are the conventual buildings, now barracks, and the former *Collège Chappuisien*, founded by Eustache Chappuis (p. 5), where St. Francis of Sales was a pupil. On the left as we leave the church, between the Place de l'Hôtel-de-Ville and the Place St-François, is the old convent of the *Grande-Visitation* or *Sainte-Source*, in which Mme. de Warens abjured the Catholic faith in 1726. The church of *St-François*, recently restored, was the burial-place of St. Francis from 1622 to 1662 (comp. p. 7); St. Jeanne de Chantal likewise lay buried here (1648–1751). To the S. of the church the *Canal du Thiou*, dominated by the towers of the castle, is picturesquely shut in between rows of old mansions. On an islet stands the *Palais de l'Île* (Pl. C 3), or *Anciennes Prisons*, an ancient and heterogeneous pile which has been successively a chancellery, mint, law court, and council chamber. We return along the left bank of the canal as far as the Place aux Bois, to the S. of which, behind the church of St-Joseph, is the old *Grand-Séminaire* of 1640, with a room occupied for some time by Jean-Jacques Rousseau.

The **Castle** (Pl. B, C 4), rising nobly above the town, is now used as barracks (visitors admitted by permit). The oldest part dates from the 12th cent., but the rest was remodelled in the 15th and 16th centuries. The main gateway (restored) dates from the late 16th century. The massive square *Tour de la Reine* (12th cent.), the *Tour St-Paul* (1393), the *Tour St-Pierre* (1430), and the handsome *Tour Perrière* (1445) should be noticed. The *Logis de Nemours*, in the centre, was added at the Renaissance; within it is the Salle des Fêtes, with a good ceiling of the late 15th cent. (restored).

Below the castle is the Rue de l'Île (l.), No. 1 in which was the mansion of Mme. de Charmoisy, one of the ladies allied by 'spiritual coquetry' to St. Francis of Sales. In its continuation, the Rue Ste-Claire, is the former *Hôtel Favre* (No. 18; 16th cent.), where Antoine Favre, author of the 'Code Favrien,' founded the Académie Florimontane under the inspiration of St. Francis, some 30 years before the foundation of the Académie Française by Richelieu. He afterwards presented the building to St. Francis to serve as an episcopal palace. The *Cathedral* (Pl. B 3), in the Rue Jean-Jacques Rousseau, on the other side of the canal, is a poor Gothic building of 1535, interesting only for its souvenirs of St. Francis and of Jean-Jacques Rousseau, who was a chorister here. It contains a Descent from the Cross by

A
Bonneville
Genève
Annemasse, Ge
Aven. des Ifes
Av. des Romains
Caserne des Chasseurs Alpins
Boulevard
Bd Nicollet
LYCÉE BERTHOLLET
Stand
Av. du Stand
R.N. 201
Av. de Brogny
Forces du Fier Gaz et Électricité
Av. de Cran
Bd Decouz
Pl. Carnot
Boulev.
Groupe Scolaire Carnot
Rue Monseigneur de Cardinal de Brogny
HARAS
Bd J. Replat
Ancien Couvent des Capucins
Lycée (J.-F.)
Avenue Bertholier
Orphelinat
Chevène
Anc. Route de Cran
Avenue Bouvard
Boulevard
Gare des Autos Annecy-Genève
Temple prot.
Trésorerie gale
Sommeiller
Rue Vaugelas
Gare
Rue de l'Industrie
Rue de la Gare
Rue de la Poste
Av. des Chevaux
Hôt. des Postes
Royale
N. Dame de Liesse
Gare du Tramway
Banque de France
Ancien Evêché
Cathédrale
St Maurice
Av. de Mandallaz
Avenue de Chambéry
Canal
Anc. Hôtel Favre
Rue Ste Claire
Palais de l'Isle
R.N. 201
Pont Neuf
Aix-les-Bains, Chambéry
Caserne du Sépulcre
Cimetière
Réservoirs
CHÂTEAU-FORT (CASERNE)
Gymnase
Groupe scolaire
les Balmettes
Anc. Route de Chambéry
Av. du Crêt du Maure
Aix-les-Bains
Albertville
1
2
4
A
B
Monastère de la V

130 Imp Duffrenoy. Paris.

Caravaggio and a Deliverance of St. Peter by Mazzola. In the same street are the old *Choir School* (No. 13), where Rousseau studied music, and the *Hôtel Lambert* (No. 15), the first residence of St. Francis as bishop.

EXCURSIONS FROM ANNECY (more fully described in the *Blue Guide to the French Alps*). Motor-brakes ply in summer to the *Gorge of the Fier* (p. 4), the *Col des Aravis* and *Gorge of the Arly* (p. 8), the castle of *Thorens* (p. 3), around the *Semnoz* (p. 15; 14 fr.), etc. Seats may be booked and all information obtained at the Syndicat d'Initiative.

At the village of **Annecy-le-Vieux,** 2½ m. N.E. of Annecy, interesting for its 11th cent. belfry with twin Romanesque bays and for its bell foundry (visitors admitted), Eugène Sue (1804-57) sought refuge when he was exiled from France on account of his protest against the coup d'état of Dec. 2nd, 1851. He died at the Maison de la Tour on the lake, and is buried in the cemetery at Annecy.

About 1 m. S. of Annecy rises the modern **Basilique de St-François-de-Sales,** adjoined by the *Monastère de la Visitation*. The joint crypt contains a silver reliquary with the bones of St. Francis, clothed in his pontifical robes, and another reliquary of St. Jeanne de Chantal, clothed in the insignia of her Order and wearing a baroness's coronet. St. Francis of Sales (1567–1622), bishop of Geneva and Annecy, the ardent leader of the Roman Catholic revival in Savoy, and the famous author of the 'Introduction à la Vie Dévote,' gathered around him a group of devout ladies, foremost among whom was St. Jeanne de Chantal (1572–1641), or 'La Mère Chantal,' the foundress of the Order of the Visitation and the grandmother of Mme. de Sévigné. St. Francis was canonized in 1665 and his sister saint in 1767.

The ***Lake of Annecy,** 9 m. long and ½–2½ m. wide, enclosed by gently-sloping orchards and meadows with their background of mountains, is one of the most charming in the French Alps. A tour of the lake (26 m.), the indispensable excursion from Annecy, should be made, if possible, in the late afternoon, when the mountain contours and their colourings are clearest.—Saloon steamers, with restaurant, make the tour 3–4 times daily in 2½ hrs. (10 fr., 6 fr.), touching at several little summer resorts on the banks.—½ hr. **Menthon-St-Bernard** (*Palace Hôt. & des Thermes-Romains*, summer only, R. 20, D. 16, pens. 50 fr.; *Pens. des Glaïeuls*, 25 fr.; etc.) is charmingly situated, and has an Etablissement de Bains. A simple little chapel in the face of the Roc de Chère, S. of the village, is the burial-place of Hippolyte Taine (1828–93), the historian. The *Castle* (adm. Sun. after 4, Tues. and Thurs. after 12), a picturesque medley of 13–16th cent. building, ¼ hr. above Menthon, was the birthplace in the 10th cent. of St. Bernard of Menthon, the 'apostle of the Alps' and the founder of the hospices on the Great and Little St. Bernard.—At (¾ hr.) *Talloires* (Hôt. Beau-Site; de l'Abbaye, both March–Oct. only), the birthplace of C. L. Berthollet (1748–1822), the chemist, is a Benedictine abbey, now partly used as a hotel, but retaining vestiges of its 11th cent. church.—65 min. *Lathuille*, at the head of the lake, is served also by the Albertville railway (see below).

FROM ANNECY TO THÔNES, 13¾ m. (22 km.), tramway in 1¼ hr., an alternative to the autocar route (p. 8) viâ the Col de Bluffy.—3½ m. *Annecy-le-Vieux* (see above); *View of the lake on the right.—6¾ m. *Dingy-Parmelan* is at the base of the *Parmelan* (6020 ft.; 4 hrs.; guide needless), a favourite view-point (inn in summer) from which to see the sunrise on Mont Blanc.—9¼ m. *Alex*, where we join the autocar route, has an old castle, now a farmhouse.—13¾ m. (22 km.) **Thônes** (2050 ft.; *Grand-Hôtel*, pens. 40 fr.; *du Fier; de la Paix*, R. or D. 10, pens. 35 fr.) is a quiet summer resort at the meeting of five valleys. The church, dating from 1664, has a tower of 1562. In the neighbourhood are the manors of *La Tour* and *La Vacherie*, mentioned by Rousseau in his 'Confessions.'—The *Tournette* (7733 ft.) is ascended from Thônes in 4¾ hrs. viâ (2¾ hrs.) the simple Hôt. du Rosary (5380 ft.).—From Thônes to *Chamonix*, see pp. 8, 9.

FROM ANNECY TO ALBERTVILLE, 28¼ m. (46 km.), railway in 1¾ hr., affording views of the lake on the left.—4¼ m. *Sévrier;* 6¼ m. *St-Jorioz;* 8 m. *Duingt;* 10¾ m. *Lathuille* are served also by the steamer (see above).—12¼ m. *Doussard* is at the mouth of the wild Combe d'Ire.—16 m. (26 km.) **Faverges** (*Hôt. de Genève; des Alpes*), a small industrial town in view of the peak of Mont Blanc, is named from the copper and iron mines (*fabricæ*), which existed here as early as the 12th

century. The old castle on the hill is now a silk factory.—23 m. ***Ugines*** (Hôt. Carrin; de Chamonix), a little metal-working town, lies at the foot of the wooded **Gorge of the Arly*, which is traversed by an autocar plying to (8 m.) Flumet and thence to (36 m.) Chamonix (comp. below).—Hence we descend the valley of the Arly to (28½ m., 46 km.) *Albertville* (p. 19).

From Annecy to Chamonix by the 'Route des Alpes,' 59½ m. (96 km.), autocar daily (June–Sept.) in 6¼ hrs. (40 fr.), including a halt of 2 hrs. at Combloux. There is also a return service (60 fr.), allowing for 3½ hrs. in Chamonix.—Leaving Annecy we skirt the N.E. shore of the lake, pass (3¾ m.) *Veyrier*, and cross the *Col de Bluffy* (view) to reach (7¼ m.) *Alex* (p. 7), on the tramway to Thônes.—13 m. *Thônes*, see p. 7.—At (18 m.) *St-Jean-de-Sixt* (3152 ft.; Hôt. Beau-Séjour; Beau-Rivage), a quiet little summer resort, a road diverges for (12½ m.) *Bonneville* (see below; motor omnibus from Thônes).—We pass through a defile and reach (19¾ m.) *La Clusaz* (Hôt. des Aravis), beyond which we ascend in zigzags to (24½ m.) the **Col des Aravis** (4918 ft.; *Chalet-Hôtel* in summer only), which commands a good view of the Mont Blanc massif.—31¾ m. *Flumet* (Hôt. du Mont-Blanc; des Balances) is a picturesque little summer station at the head of the Gorge of the Arly (motor omnibus to Ugines, see above).—We cross the Arly twice before reaching (38 m., 61 km.) **Megève** (3615 ft.; *Hôt. du Panorama*, R. 7, D. 9, pens. 22 fr.; *du Soleil d'Or*, pens. 16–23 fr.; *du Mont-Blanc*, pens. 18 fr.; omnibuses from Sallanches), an old-fashioned village and a summer and winter resort. It retains the church and round tower of a former priory, a covered market, and an ancient keep. About 700 ft. above it is the *Hôtel du Mont-d'Arbois* (R. 20, D. 25, pens. 65 fr.), with a skating rink and ski-ing fields.—40½ m. **Combloux** (3115 ft.; *Hôt. du Mont-Blanc*) is a beautifully situated village where the autocars make their midday halt. The descent to St-Gervais affords splendid views of Mont Blanc and the Arve valley.—47¼ m. *St-Gervais-les-Bains-le-Fayet* and thence to (59½ m., 96 km.) *Chamonix*, see p. 9 and the *Blue Guides to the French Alps* and to *Switzerland*.

From Annecy to *Chambéry* by road, see pp. 15, xxviii.

Leaving Annecy we cross the Fier and ascend the valley of the Fillière.—381½ m. *Groisy-le-Plot-la-Caille* is the station for (4 m. S.E.; omnibus) *Thorens* (Hôt. de Savoie), the birthplace of St. Francis of Sales (p. 7). The 15–16th cent. Château (visitors admitted) still belongs to a member of the Sales family and contains relics of St. Francis.—Beyond (386¼ m.) *Évires* we reach the summit-level of the railway (2520 ft.), in a tunnel, beyond which we enjoy a splendid view. We descend in a great loop to reach (396 m., 638 km.) **La Roche-sur-Foron** (1903 ft.; *Hôt. du Château & des Îles-Britanniques*, R. 7, D. 8, pens. 18 fr.; *Bellevue*, R. 7, D. 8, pens. 18 fr.), junction of the lines from Geneva and Bellegarde to Chamonix (see the *Blue Guides to Switzerland* and to the *French Alps*). The little town (2238 inhab.) is overlooked by a 12th cent. tower standing on a rocky eminence which gives the town its name and commands a view of the valley of the Arve closed by the snowy peak of Mont Buet. At the college of La Roche St. Francis of Sales was a pupil. In the church is the tomb of Canon Damex, killed in 1590 while defending the building against the Bernese Protestants. La Roche-sur-Foron was the first French town to be lighted by electricity (1885).

The railway beyond La Roche-sur-Foron is described in greater detail in the *Blue Guides to Switzerland* and to the *French Alps*.—At (400 m.) *St. Pierre-de-Rumilly* the line crosses the Borne.—403 m. **Bonneville** (*Hôt. Rouge; de la*

Couronne), once the chief town of the ancient province of Faucigny, lies at the S.W. foot of the *Môle* (6132 ft.; 4 hrs.), an isolated hill mass commanding a fine view.

A motor omnibus ascends the valley of the Borne to (16¾ m.) *Thônes* (p. 7). This route passes (4¾ m.) *Le Petit-Bornand* (Hôt. des Balances) and (8¼ m.) *Entremont* (Hôt. de France), two little summer resorts.

411½ m. *Cluses* (Hôt. National, R. 8, D. 9, pens. 20 fr.; Central) is a watchmaking town on the 'Route des Alpes' (p. xxviii) between Chamonix and Évian. In the Vallée du Reposoir, to the S., is (8¼ m.) the *Chartreuse du Reposoir* (3691 ft., now the Grand-Hôtel), occupied by Carthusian monks until 1907 (15th cent. buildings).—The railway now traverses the narrow gorge or 'cluse' from which the town takes its name.—421½ m. (679 km.) **Sallanches** (1790 ft.; *Grand Hôtel Michollin*, R. 8, D. 10, pens. 23 fr.; *Beau-Séjour*, R. 10, D. 9, pens. 23 fr.; *Bellevue*, R. 8, D. 7, pens. 20 fr.; *Devouassoud & Mont-Blanc*, R. 8, D. 10, pens. 18 fr.; etc.) is a small town and summer resort, dominated on the E. by the *Aiguille de Varens* (8163 ft.) and commanding a magnificent view of Mont Blanc. The town, destroyed by fire in 1419, sacked by Francis I in 1536, and once more burned in 1840, has been rebuilt on a regular plan.

To the W. rises the *Pointe-Percée* (9029 ft.; 5¾ hrs.; guide 45 fr.), named from a natural arch in the N. ridge.—To the N.E. are the Aiguille de Varens (see above), and the *Pointe de Colloney* (8832 ft.). Several passes crossing the mountains to the N. lead over to (7¼–10 hrs.) *Sixt*; while a loop of the 'Route des Alpes' leads S. to (5 m.) *Combloux* and (7 m.) *Megève* (p. 8).

As the railway crosses the basin of Sallanches Mont Blanc becomes obscured behind its foothills.—423 m. *Passy-Domancy* (Grand-Hôtel).—425 m. (685 km.) **St-Gervais-les-Bains-le-Fayet** (*Grand-Hôtel, Splendid*, R. 12, D. 14, pens. 35 fr.; *Modern*, R. 7, D. 12, pens. 25 fr.; etc.) is the starting-point of the electric railway to Chamonix and of the rack-and-pinion railway to the Glacier of Bionnassay on the shoulder of Mont Blanc. The hamlet of *Le Fayet* adjoins the station. The village of *St-Gervais-les-Bains* has another station on the Mont Blanc railway, 1 m. S.—429½ m. *Servoz* lies at the mouth of the Gorges de la Diosaz.—432½ m. *Les Houches*; 435 m. *Les Bossons*.—438 m. (705 km.) **Chamonix** (3400 ft., *Hôt. Majestic-Palace; Savoy Palace*, R. 25, D. 22, pens. 55 fr.; *Chamonix Palace*, R. 35, D. 25, pens. 60 fr.; *de la Poste*, R. 15, D. 14, pens. 35 fr.; *Couttet et du Parc*, R. 15, D. 16, pens. 40 fr.; *du Brévent*, R. 8, D. 8, pens. 22 fr.; *de Chamonix*, R. 8, D. 12, pens. 25 fr.; *des Gourmets*, R. 8, D. 10, pens. 28 fr.; etc.), now perhaps the most famous tourist resort at the foot of the Alps, is fully described in the *Blue Guide to the French Alps* and the *Blue Guide to Switzerland*.

2. FROM PARIS TO AIX-LES-BAINS, CHAMBÉRY, AND MODANE

RAILWAY, 418 m. (673 km.) in 12–12½ hrs. (206 fr 95, 135 fr. 15, 85 fr. 15 c.); to *Aix-les Bains*, 348 m. (560 km.) in 9 hrs. (172 fr. 20, 112 fr. 45, 70 fr. 85 c.); to *Chambéry*, 356½ m. (574 km.) in 9½ hrs. (176 fr. 50, 115 fr. 25, 72 fr. 60 c.). There are day and night trains, and the Rome-Express, a 'train de luxe' (supplement), stops at both Aix and Chambéry. The expresses go on from Modane to Italy viâ the Mont-Cenis tunnel (p. 18).

From Paris (Gare de Lyon) viâ (195½ m.) Dijon and (283¾ m.) Bourg to (303 m.) *Ambérieu*, see the *Blue Guide to North-Eastern France*. From Ambérieu to (334 m.) *Culoz*, see p. 38. We diverge to the right from the line to Geneva and cross the Rhône; the railway then traverses marshy meadows drained by the Canal de Savières (r.).—335¾ m. *Vions-Chanaz*; 338¼ m. *Chindrieux*. The old castle of *Châtillon*, on the right above the N. end of the Lac du Bourget, was the cradle of Pope Celestin IV (13th cent.), author of a history of Scotland, who held the throne for only seventeen days (1241). We skirt the blue Lac du Bourget, on whose opposite shore is seen the abbey of Hautecombe, at the foot of the Dent du Chat. The line passes through three tunnels; *View on the right.

348 m. (560 km.) **AIX-LES-BAINS** (845 ft.; 6099 inhab.), or simply *Aix*, an important thermal spa and one of the chief resorts of fashion and luxury in Europe, lies 1½ m. E. of the Lac du Bourget, on the green and gentle slopes at the foot of Mont Revard. It attracts over 50,000 visitors yearly, and is a centre for every kind of sport during the height of the season (July–Sept.). The climate generally is so mild that figs and pomegranates flourish out of doors; July and August are often hot, and September may be rainy. Thanks to its nearness to Mont Revard, the mountain railway on which is open throughout the year, Aix is visited also as a quiet base for winter sports. There are some Roman remains in the town and neighbourhood.

Railway Stations. *P.L.M. Station* (Pl. C, D 4), W. of the town.—*Gare du Revard* (Pl. E 2), for the mountain railway.

Hotels. *SPLENDIDE, ROYAL, & EXCELSIOR (Pl. E 1), Rue Georges-Premier; RÉGINA-BERNASCON & VILLA RÉGINA (Pl. E 2), Boul. de la Roche-du-Roi; *MIRABEAU (Pl. B 1), Boul. des Côtes; large establishments (200–350 beds) open in summer only, R. 40–60, L. or D. 30–35, pens. 100–125 fr.—HÔT DE L'EUROPE & VILLA VICTORIA (Pl. C 3), Rue du Casino, R. 40, D. 30, pens. 88 fr.; *ASTORIA (Pl. C 2), Place des Bains, R. 35, D. 25, pens. 75 fr.; GRAND-HÔTEL D'AIX (Pl. D 3), Place du Revard, D'ALBION (Pl. E 2), Av. d'Albion, pens. 60 fr.; BEAU-SITE (Pl. E 2), Boul. Docteur-Brachet, first-class hotels, the two last-named open in winter.—BRISTOL (Pl. B, C 3), Rue du Casino; DES ILES-BRITANNIQUES (Pl. C 2), Rue Victor-Amédée-Trois, R. 25, L. 16, D. 18, pens. 50 fr.; DES PRINCES, Rue de Chambéry; DU PAVILLON & PAVILLON RIVOLLIER (Pl. D 4), Place de la Gare, R. 12, pens. 35 fr.; DU LOUVRE, DU NORD & GRANDE-BRETAGNE, INTERNATIONAL, MÉTROPOLE, MERCÉDÈS, R. or D. 12–18, pens. 30–40 fr.; DE L'ETABLISSEMENT THERMAL, DU PARC, BEAU-LIEU, DE LA CLOCHE, COSMO-

POLITAIN, CONTINENTAL, pens. 35 fr.—RUSSIE, DE GENÈVE, R. or D. 10, pens. 25 fr.—In the early summer and in the 'after-season' the hotel prices are somewhat reduced.

Pensions. *Villa St-James*, 4 Rue Boyd, pens. 30–35 fr.; *des Dames*, Boul. des Côtes; *Dieudonné*, Boul. de Chantemerle; *Amblard*, *Villa Aubert*, *Villa Jocelyn*, *Cottage*, *Massonat*, pens. 25–30 fr.

Restaurants. **Restaurants des Casinos*; *Nicola's* (with bar), Rue du Casino; *Philipp's*, Av. des Fleurs; **Pavillon Rivollier*, Av. de la Gare; and at the various hotels; also *Pavillon d'Armenonville*, *Beau-Rivage*, at the Grand-Port.—CAFÉS: *Café du Centre*, *du Revard*, Place du Revard; *de la Paix*, Rue de Genève; *de la Régence*, Place de la Gare.—TEA ROOMS: *A l'Œillet-Blanc*, Place Carnot; *Rumpelmayer*, Place Carnot; *Pelloux-Prayer*, Av. de la Gare; *Feuz-Rohr*, Rue de Genève.

Post Office (Pl. C 2), Rue Davat.—COMITÉ D'INITIATIVE, Place de l'Hôtel-de-Ville.

Conveyances. CABS, 4–8 fr. per drive within the town; 6–12 fr. at night.—P.L.M. AUTOCARS of the 'Route des Alpes,' see p. xxviii.—OMNIBUSES for the *Grand-Port* (1 fr. 25 c.), *Grésy* (4 fr. return), *Marlioz* (1 fr.), and the *Golf Links* (2 fr.) start from the Av. du Parc and call at the Places Carnot and Genève.

Amusements. The two *Casinos* (adm. 3 fr.; season 60 fr.), with their concert-halls, playhouse, music-hall, salles de jeu, etc., are the centre of the social life of Aix.—There is a *Race-course* at Marlioz, where important horse races are held in July–August.—An international *Regatta* is held on Aug. 15th.—*Golf Links* at Marlioz (18 holes).—*Tennis* at the larger hotels, and at Marlioz (six courts).—*Winter Sports* on Mont Revard, see p. 12.

English Church, Rue du Temple.—**Scottish U.F.** services in the *Asile Evangelique* (forenoon May and June).

History. The earliest thermal station at Aix was established in 125 B.C. by Domitius, the conqueror of the Allobroges, and later the springs were known as *Aquæ Gratianæ*. After the Roman period they seem to have been completely forgotten until the 17th cent., and the first bath-house of modern times was built in 1779 by Victor Amadeus III of Sardinia.—The sulphur spring (113° Fahr.) is drunk at the source, and is used for chronic rheumatism, skin disorders, chronic bronchitis, etc. The so-called alum spring (116° Fahr.) contains iron and calcium carbonates and sulphate of aluminium. Both springs are chiefly employed in douche baths, together with shampooing and massage. The 'cure' lasts from 25 to 30 days.

The Avenue de la Gare, leading to the town, skirts the park in which are situated the two casinos of Aix, the *Villa des Fleurs* and the *Grand-Cercle* (see above). The Salles de Jeux, Galerie des Glaces, and Salles des Fêtes may be visited; at the height of the season there are weekly 'fêtes de nuit' with illuminations. The Avenue ends in the *Place du Revard* (Pl. D 3), the centre of movement in the town, and the usual starting-point for excursions by motor-brake and autocar. We leave the *Parc de la Ville*, beyond which is the Gare du Revard, on the right, and bear to the left in order to reach the *Marché aux Fleurs*. Here stands the **Hôtel de Ville** (Pl. D 2), occupying a former château of the Renaissance period (1513), with a good staircase. Incorporated in the building is a small *Temple* of Diana or Venus, the cella of which remains well preserved; and here is installed the *Musée Lepic* (open 9–11 and 1–4 daily; 1 fr.), containing portions of lake dwellings from the Lac du Bourget, Roman pottery and inscriptions, engravings, and coins.

We cross the Marché aux Fleurs in order to reach the *Place de l'Etablissement-Thermal*, in which stands a sepulchral **Arch** (Pl. C 2) in a debased Doric style, probably of the 3rd

or 4th cent., raised by Lucius Pompeius Campanus to the memory of his family. The *Etablissement* (Pl. C 2, 3), at the foot of the first slopes of Mont Revard, incorporates the bath-house built by Victor Amadeus (see p. 11), but the foundations of the present building were laid by King Victor Emmanuel II (1857), and it has since been considerably enlarged. The booking-office for baths is open from 9–11 and 2–5 daily.

Above the Etablissement, and opposite the Hospital, are some caverns (adm. ½ fr.; sometimes illuminated) approached by a conduit passage ('galerie de captage') and formerly filled by the waters of one of the springs.

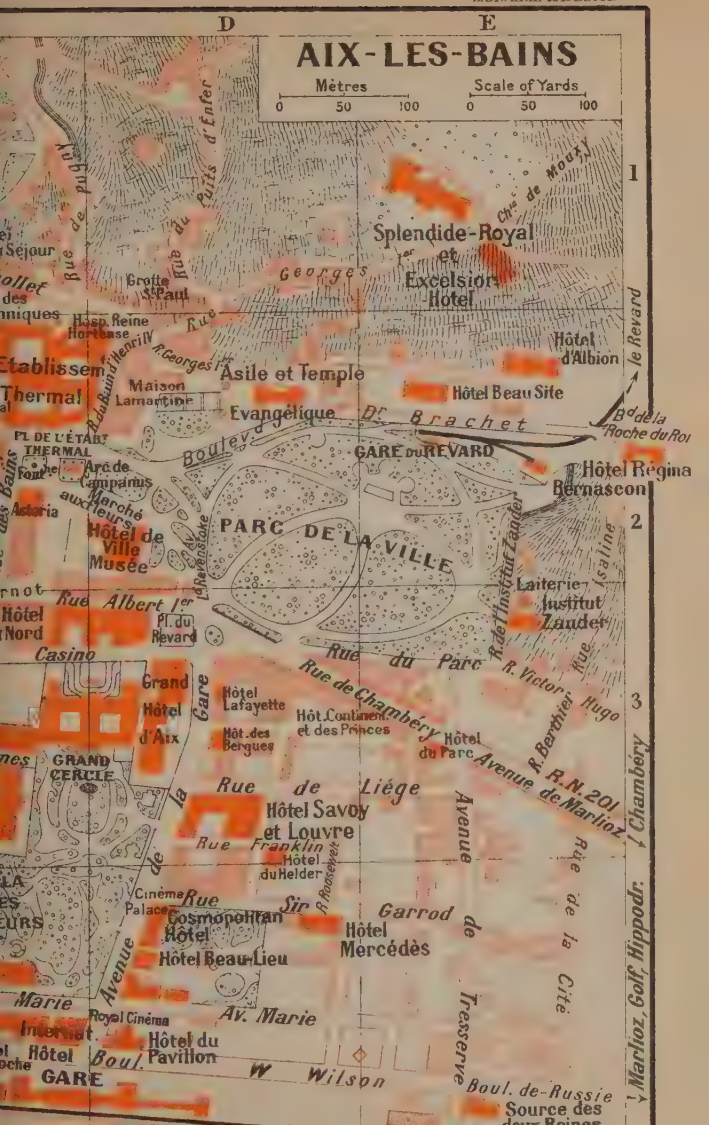
Returning to the centre of the town, we follow the Rue de Genève and the long and shady *Avenue du Lac* (Pl. A 3) in order to reach (1¾ m.) the **Lac du Bourget**, 11 m. long and 1–2 m. broad, which lends attraction to Aix as a summer resort. The lake is celebrated by Lamartine in his 'Meditations' and 'Raphael.' Steamers ply regularly in summer from the 'port' of Aix to Hautecombe, Chanaz, etc., and rowing and sailing-boats may be hired; but the surface is exposed to sudden squalls, and caution is necessary even in fine weather.

Excursions from Aix (more fully described in the *Blue Guide to the French Alps*).—The favourite excursion from Aix is the ascent of Mont Revard (6½ m. in 1¼ hr. by cogwheel railway from the Gare du Revard, Pl. E 2; fare 8 fr., visitors staying at the Hôt. du Mont-Revard travel for half fares), which may be visited on the circular autocar tour (50 fr.) to Chambéry and Annecy. At first the best views are on the left, but beyond (4 m.) *Pré-Japert* and the Pré-Farnier tunnel Mont Blanc comes into view on the right. From the upper terminus (5085 ft.), adjoined by a hotel, an ascent of 5 min. brings us to the summit of **Mont Revard** (5144 ft.), on which are an observatory and a view-indicator. The panorama includes Mont Blanc and the Jura range. Good sleighing and ski-ing may be had in winter. A carriage-road (28 m.) descends to Aix viâ Les Déserts (S.E.), and two footpaths, viâ the Chalets de la Cluse or viâ the Col du Pertuiset, lead down to Aix in 2–2½ hrs.

Other short excursions include the sulphur springs of *Marlioz*, 1 m. S.; the *Colline de Tresserve* (good views), 1½ m. S.W.; and the *Gorge of the Sierroz* and the *Cascade de Grésy* (3 m. N.; omnibus; reached less conveniently by train, see p. 4).—Motor-brakes ply from Aix to La Chambotte (p. 4) and La Grande-Chartreuse (p. 54).

From Aix-les-Bains to Le Châtelard and St-Pierre-d'Albigny (Route des Bauges), 31½ m. (51 km.), motor-omnibus twice daily throughout the year (change at Le Châtelard).—2¾ m. *Grésy* (p. 4).—Beyond (6¾ m.) *Lachat* the Semnoz rises to the N.E., and on a hillock to the N. is *Cusy*, with the feudal castle of Fésigny. Beyond (8¾ m.) *La Troppaz* we leave on the left a road crossing the Chéran by a fine suspension bridge, which is seen from the main road ¾ m. farther on.—Passing (l.) three limestone needles called the Tours St-Jacques we cross (12½ m.) the *Pont de Bange* (waterfalls). Near an inn (13¾ m.) begins a path (l.) leading to the *Grotte de Bange* (adm. 2 fr.). We join the road from the Col de Leschaux and Annecy (p. 15).—18 m. (29 km.) **Le Châtelard** (2485 ft.; *Hôt. Alpin; Ginet*), a little summer resort on a steep spur of Mont Julioz, above the Chéran, is a centre for excursions in the high plateau of the Bauges (70 sq. m.), enclosed by a rugged belt of rock that gives it the air of a natural fortress. Guides may be obtained at Le Châtelard for the ascent of its higher peaks (Dent du Pécloz, 7415 ft.; Arcalod, 7448 ft.). Butter and cheese are largely produced in co-operative dairies called 'fruitières,' and in winter the peasants (Baujus) manufacture the wooden dishes ironically called 'argenterie des Bauges' (Bauges plate).—Beyond Le Châtelard the road crosses the Chéran and leaves on the right the road to Chambéry viâ the Col des Prés (p. 15). We ascend, gradually at first and finally in zigzags, to (26½ m.) the *Col du Frêne-des-Bauges* (3120 ft.;

A
B
Tir aux Pigeons
N. Dame des Eaux
Boulevard de
Boul. Perrin
Mirabeau Palace
Boulevard Perrin des
Boulevard
Tir aux Pigeons
Boulevard des Anglais
Boulevard des
Ruelle des Tanneurs
Eglise de l'Assomption
Hôtel Chau
Côtes
Darlieu
Ecole super de Filles
Hôtel Windsor
Boulevard
Rue du Pré
Prieuré
Hôtel
Ecole Maternelle
Ecole de Paris
Folliet
Lamartine
Rue
des Filles
Vaugelas
Rue
Rue
Usine à Gaz
Electricité
Rue du Gaz
Rue de la République
Rue Cabias
Ecole des Garçons
R.-Ct. de Joyssel
Ruelle
Hôt. de Russie et Colonies
Genève
PL. DE GENÈVE
R.N. 201
Eden
Av. de St Simon
Mont de la Victoire
Rue de
Hôtel Bristol
SQUARE ALF. BOUCHER
Hôt. des Négociants
Av. du Lac
R. Henri Murger
Temple Anglican
Rue Boyd
Rue du Temple
Victoria
Place Clemenceau
Marché couvert
Rue du Commerce
R. de Savoie
Rue du Marché couvert
Poids public
R. de France
Avenue du Petit Port
Avenue
Boulevard
Hôtel W. Terminus
Rue Jacotot
Gorges du Sierroz
Annecy
Culoz
1
2
3
4


D
E
AIX-LES-BAINS
Mètres
Scale of Yards
0 50 100
0 50 100
1
2
3
Splendide-Royal et Excelsior Hôtel
Hôtel d'Albion
Hôtel Beau Site
Asile et Temple Evangélique
Maison Lamartine
Hôsp. Reine Hortense
Grotte St Paul
Hôtel Régina Bernascon
GARE du REVARD
PARC DE LA VILLE
Hôtel de Ville Musée
Arc de Campanus
Marché aux Fleurs
Laiterie Institut Zander
Hôtel Nord
Casino
Grand Hôtel d'Aix
Hôtel Lafayette
Hôt. Continental et des Princes
Hôt. des Bergues
Hôtel du Parc
GRAND CERCLE
Hôtel Savoy et Louvre
Hôtel du Helder
Cinéma Palace
Cosmopolitan Hôtel
Hôtel Beau-Lieu
Hôtel Mercédès
Royal Cinéma
Hôtel du Pavillon
GARE
Source des
Rue de Chambéry
Rue du Parc
Rue Albert 1er
Pl. du Revard
Pl. de l'Etablissement Thermal
Boulevard
Dr Brachet
Bd de la Roche du Roi
le Revard
Av. Marie
Boul. Wilson
Boul. de-Russie
Avenue de Marlioz
Avenue de Tresserve
Rue de la Cité
Rue Franklin
Rue Sir R. Roosevelt
Rue de la Liége
Rue du Puits d'Enfer
Rue de Publy
Rue Georges Ier
Rue du Prince Henri
Rue de la Gare
Rue R. Barrière
Rue V. Hugo
R. de l'Institut Zander
Chemin de Mouxy
Marlioz, Golf, Hippodr.
Chambéry

Hotel), whence we drop steeply down to reach the Isère valley at (31½ m., 51 km.) *St-Pierre-d'Albigny* (p. 15).

Steamers ply from the 'port' of Aix to (½ hr.) *Hautecombe*, on the opposite shore of the lake, noted for its Cistercian monastery (no adm.), the burial-place of the princes of Savoy; and to (35 min.) *Le Bourget* (Nouvel-Hôtel; London-Hôtel), which gives its name to the lake, and preserves some ruins of its castle (1248), and the 11th cent. crypt of its church. Tramway to Chambéry, see p. 15.

From Aix-les-Bains to *Annecy* and *Chamonix* by railway, see pp. 4, 7, 8; the route of the P.L.M. autocars between Aix and *Annecy* (19½ m.) is 5½ m. shorter than the railway.

Beyond Aix the railway is separated from the lake by the Colline de Tresserve (r.).—351 m. *Viviers* lies near the marshy head of the lake. We ascend the valley of the Leisse.

356½ m. (574 km.) **CHAMBÉRY** (883 ft.), the former capital of the duchy and province of Savoy, and now the chief town (19,486 inhab.) of the department of *Savoie* and the see of an archbishop, is situated on the Leisse, in a smiling and fertile valley between the Grande-Chartreuse (S.W.) and the Bauges (N.E.). With its narrow but dignified and quiet streets and its girdle of boulevards on the site of the town walls, Chambéry is a typical old French provincial capital. The surrounding country is dotted with pleasant summer resorts, and the town is one of the most frequented starting-points for excursions by motor-brake and otherwise in the Savoy mountains.

Hotels. De la Paix & Terminus (Pl. a; B 1), opposite the station, 100 beds, R. 14, L. 12, D. 14, pens. 32 fr.; de France (Pl. b; C 2), 5 Quai Nézin, pens. 32 fr.; des Princes (Pl. c; C 3), Rue de Boigne, R. 8, pens. 25 fr.; de la Poste & Métropole (Pl. d; C 3), 9 Rue de l'Italie; du Commerce, pens. 23 fr.; de la Croix-Blanche, pens. 18 fr.

Restaurants. *De la Colonne*, Boul. de la Colonne; *du Chapon-Fin*, Place du Palais-de-Justice; *London-House*, Rue Favre; *Station Buffet.*

Post Office (Pl. C 3), Boul. de la Colonne.—Syndicat d'Initiative, at the 'Maison du Tourisme,' 2 Place de l'Hôtel-de-Ville (Pl. B 3).

Conveyances.—P.L.M. Autocars for *Annecy* and *Grenoble*, see pp. xxviii, 50.—Tramways to *Challes-les-Eaux*, *Le Bourget*, etc., see p. 15.—Motor Brakes, etc., see p. 15.

History. The rock of Lémenc (p. 14), on the right bank of the Leisse, takes its name from the Roman settlement of *Lemincum;* but the later town of Chambéry grew up around a castle of the counts (afterwards dukes) of Savoy, who made it their principal residence in the 13–15th centuries. Though it was superseded in the 16th cent. by Turin as the administrative centre of the ducal dominions, it remained the capital of the actual province of Savoy, or 'Savoy Proper,' until its union with France in 1860. The town had a chequered mediæval history, and was many times occupied by the French in the 16–18th centuries. The bishopric, erected in 1779, became an archbishopric in 1817. Chambéry has always been one of the centres of culture in France, and it possesses an Academy (1819) and several learned societies. The town has somewhat improved since Horace Walpole called it "a little nasty old hole" and "the antique capital of a dismal duchy," in his 'Letters.'—It is the birthplace of Amadeus VI of Savoy (1333–83), called 'the Green Count,' and of Amadeus VIII (1391–1451), afterwards Pope Felix V (1439–49), of the Abbé de St-Réal, author of the 'Conjuration contre Venise' (1672); of Xavier de Maistre (1763–1852), author of the 'Voyage autour de ma Chambre,' and his brother Joseph de Maistre (1754–1821); and of Gen. de Boigne, who amassed a fortune in the service of the Rajah Scindia (1777–96) and distributed over 3 million francs in local benefactions.

From the station the Rue Sommeiller leads to a bridge over the Leisse, beyond which we come to the boulevards. The

Monument du Centenaire (1892) symbolizes the first union of Savoy with France (1792). The Rue St-Antoine, behind it, leads to the classical church of *Notre-Dame* (1636). We turn to the left along the Boulevard de la Colonne and pass (l.) the *Post Office* and the *Hospice de la Charité*, which preserves the wrought-iron railings (1741) of the old hospital. Opposite stands the *Fontaine des Eléphants* (Pl. C 3), a striking monument of civic gratitude to Gen. de Boigne (see p. 13). In the Rue de la Croix-d'Or, on the right beyond the Theatre, are several old mansions, notably the *Hôtel de Bellegarde*, in the Louis XVI style (No. 1), the *Hôtel de Châteauneuf* (No. 2), and a colonnaded 15th cent. house (No. 10). Other old houses may be noticed in the long Place St-Léger (r.), from which the Rue de la Métropole leads to the W. front of the cathedral.

The **Cathedral** (*St-François-de-Sales;* Pl. C 3), completed in 1430, is a dull building with a much-restored portal of 1506 and a Gothic nave and aisles curiously painted in imitation of 15th cent. stone tracery. To the N. of it, installed in the old archbishop's palace, is the *Musée Savoyard*, containing a collection of various Savoy antiquities (open Sun., 1–3.30 or 5; entrance at No. 1 Boulevard du Théâtre). The Rue St-Réal, on the right as we leave the cathedral, leads into the regularly built and imposing Rue de Boigne, the chief thoroughfare of Chambéry, with its handsome arcades. We ascend to the left, passing a monument to Joseph and Xavier de Maistre (see p. 13).

The **Castle** (Pl. B 3, 4) of the dukes of Savoy, founded in 1232, remodelled in the 14–15th cent., and since enlarged, is still a picturesque and imposing stronghold.

One side of the courtyard is occupied by an unattractive modern building (now the *Préfecture*), within which are the simple apartments formerly occupied by the Sardinian royal family. Of the old castle there remain the buildings overlooking the Place, a square machicolated tower (*Tour des Archives;* 14th cent.) surmounted by a bold turret, and a smaller and older tower which should be ascended for the splendid view of the Chambéry basin and the Lac du Bourget (apply at the porter's lodge). Adjoining the castle is the interesting 15th cent. *Sainte-Chapelle* (entrance on the right of the portal; gratuity), built in the style of the Sainte-Chapelle at Paris and preserving some beautiful lancet windows with stained glass.

From the castle we descend into the Rue Jean-Pierre-Veyrat by a long flight of steps, at the head of which the 15th cent. portal of the church of St-Dominique has been re-erected. On the right at the corner of the Boulevard du Musée is the departmental *Musée* (Pl. B 2), containing a small gallery of paintings of the French and Italian schools on the second floor (adm. free Sun. and Thurs., 1–3.30 or 5; at other times on application).

Excursions from Chambéry (more fully described in the *Blue Guide to the French Alps*).—It is an interesting walk of ¾ hr. there and back to the *Parc de Lémenc* (p. 13), offering a fine view of the Savoy mountains. The church of Lémenc (Pl. C 1) is the oldest in the district (partly 11th cent.).—To the S. of

A
St André-le-Gaz
B Culoz, Annemasse R.N.201 Aix-
la Motte Servolex
Hôtel Dieu
Cognin Lyon
A Chanay
Valérieux B
Boulevard
Gambetta
Avenue de la Boisse
Cimetière de Paradis
Chapelle
Gare
Varney
Avenue du Comte-Vert
Boul. du
Quai Ch. Roissard
Rue du Bon Pasteur
Jardin Public
Lycée (Filles)
Pal. de Justice
Ec. Normale d'Institutrices
Lycée de Garçons
Notre-Dame
Caisse d'Epargne
Hôt de Ville
Prison
Maison du Tourisme
Halle aux Grains
Pl. Maché
Portail de St-Dominique
Ste Chapelle
Egl. de Maché
Château
Préfecture
Musée d'Hist. Natur.
Hospice de la Charité
Pl. Caffe
Pl. Monge
Hôpital Militaire
Boulevard de Belvédère
Rue de Lyon
Rue de Maché
Rue Juiverie
Rue Place St Léger
Cathéd
Musée Savoyard
Rue du Couvet
Rue des Marchands
Rue Paul Bert
Rue J. Jaurès
Rue Pt Reine
Rue Favre
Rue Ecoles
Rue W. Rousseau
Rue Freizier
Rue Sommeiller
Rue de la Gare
Rue d'Angleterre
Rue Lamartine
Rue Bonivard
Rue Juiverie
Rue Basse-du-Château
Rue Porte Reine
Rue Pl. du Château
Rue Pl. de la Métropole
Rue Pl. du Marché
Rue Pl. de la Mairie
Rue Pl. de l'Hôt de Ville
Rue Pl. de Boigne
Rue Pl. de la Colonne
Rue Pl. de la Croix
Rue Pl. de la Cassine
Rue Pl. de la Truanderie
Rue Pl. de la Barbe
Rue Pl. de la Boigne
Rue Pl. de la Maistre
Rue Pl. de la Marché
Rue Pl. de la Réduit
Rue Pl. de la Bercheliel
Rue Pl. de la Chateau
Rue Pl. de la Mairie
Rue Pl. de la Boig

12 39 Imp Dufrenoy Paris.

the town (½ hr.) is the modest villa of **Les Charmettes** (adm. 1 fr.), the residence in 1736–40 of Jean-Jacques Rousseau and Mme. de Warens. Rousseau's was the room over the entrance. A tablet on the façade is inscribed with some banal verses by Rousseau; within is preserved some of the furniture, now much dilapidated.

Tramways run from Chambéry to *Le Bourget* (p. 13), 7 m. N.W.; to *La Motte-Servolex*, 3 m. N.W.; and to *St-Jeoire-Prieuré*, 5½ m. S.E. The last passes (3¾ m.) **Challes-les-Eaux** (*Hôt. du Château*, R. 20, pens. 40 fr.; *Châteaubriand; du Centre;* etc.), an attractive little spa with strong sulphur springs. The village is surrounded by numerous vineyards, so that the 'grape-cure' can be taken to supplement the waters.

FROM CHAMBÉRY TO LA GRANDE-CHARTREUSE VIÂ LES ECHELLES, 23½ m. (38 km.), P.L.M. AUTOCARS daily in summer. This is a route followed by the autocars of the 'Route des Alpes,' between Annecy and Grenoble. Seats must be reserved in advance.—Passengers by RAILWAY from Chambéry change at *St-Béron* (p. 39) for the light railway thence to *St-Laurent-du-Pont*, see p. 53.

We leave Chambéry by the Route de Lyon.—On the left (4 m.) is seen the *Cascade de Couz*, a single jet 160 ft. high.—We ascend slowly over marshy hillsides, and pass (6¼ m.) *St-Thibaud-de-Couz* (1740 ft.).—The summit-level of the road between Chambéry and St-Laurent is reached at (8¾ m.) the *Col de Couz* (2010 ft.; Inn); beyond it we enter a rocky and wooded defile.—We approach (10¾ m.) a wall of cliffs through which the *Tunnel des Echelles* (careful driving necessary) was pierced by Napoleon's orders in 1804–14. On the left before the tunnel is the old passage named after Charles-Emmanuel II and leading to the Grottes des Echelles (see below); this is the best route for walkers.—14¼ m. (23 km.) **Les Echelles** (1358 ft.; *Hôt. Boffard*, R. 10, pens. 25 fr.), above the confluence of the Guiers-Vif with the Guiers-Mort, is so-called from the steps ('échelles') in the old defile leading to it. The Roman road from Milan to Vienne passed this way. In the middle of the old town stands a commandery of St. John of Jerusalem (rebuilt in 1632), founded in 1260 by Beatrice of Savoy, who had a castle here.

The *Grottes des Echelles* (adm. 1 fr.), 2 m. N.E., may conveniently be visited from the road to Chambéry (see above) in 1½–2 hrs.—From Les Echelles to *St-Béron*, see p. 53; to *St-Pierre-d'Entremont*, see p. 59; to *Les Bauches*, see p. 39.

From Les Echelles the road, joined by the light railway from St-Béron, goes on up the valley of the Guiers-Mort.—18 m. *St-Laurent-du-Pont*, and thence to (23½ m., 38 km.) *La Grande-Chartreuse*, see pp. 53, 54.

FROM CHAMBÉRY TO ANNECY by road. Besides the Route des Alpes (p. xxviii) there is another attractive route (33½ m.; no public conveyance). This ascends the valley of the Leisse and ½ m. beyond (5 m.) *St-Jean-d'Arvey* diverges to the left from the road to Le Châtelard.—8 m. *Les Déserts* is at the junction of a road to Mont Revard (p. 12). Beyond (11 m.) the *Col de Plainpalais* (3872 ft.) we descend to join the road from Aix to Le Châtelard at (17¾ m.) the *Pont de Lescheraines*. We quit this road in another ¾ m. and ascend (r.) to (23½ m.) the *Col de Leschaux* (2968 ft.; Hotel), beneath the *Semnoz* (5590 ft.; *View). A long descent brings us to the lake shore at (30½ m.) *Sévrier* (p. 7), whence it is 3 m. to Annecy (p. 4).

The road to Le Châtelard diverging (5½ m.) from the Annecy road (see above) crosses (11¾ m.) the *Col des Prés* (3747 ft.), and descends the left bank of the Aillon past (14¼ m.) *Aillon-le-Jeune*. Beyond (16¾ m.) *Aillon-le-Vieux*, on the right bank, we cross the stream and bear away from it to the right to reach (21¼ m.) the road from the Col du Frêne to Le Châtelard, 1 m. S. of Le Châtelard (p. 12).

From Chambéry to *Bourg-St-Maurice*, see Rte. 3; to *Grenoble*, see pp. 41, 50.

Leaving Chambéry the line crosses the watershed into the Isère valley.—363 m. *Chignin-les-Marches* (p. 50).—365¼ m. *Montmélian* (Buffet; Hôt. des Voyageurs), the junction of a line to Grenoble (p. 44) stands at the foot of a rocky hillock, once known as Mons Emilianus, crowned by a ruined fort.—372 m. (599 km.) **St-Pierre-d'Albigny** (*Hôt. Central; du Commerce*), nearly 1½ m. N.W. of the station, is a picturesque village at the foot of the Bauges (p. 12). In the church is a

reliquary containing two reputed thorns of the Sacred Crown, brought home from the crusades by a lord of Miolans.

The conspicuous castle of *Miolans* (adm. daily except Sun.), 2 m. N.E. of the town, stands nearly 900 ft. above the Isère. It belonged to one of the most ancient families of Savoy, distinguished as early as the 9th cent.; on the extinction of the male line in 1523 the castle was bought by Duke Charles III and made a state prison. Visitors are shown the 15th cent. chapel and the dungeons with 16th cent. and later inscriptions.—From St-Pierre-d'Albigny to *Aix-les-Bains*, see pp. 15, 13; to *Bourg-St-Maurice* viâ Albertville and Moûtiers, see p. 19.

We diverge from the line to Albertville and cross the Isère. —375½ m. *Chamousset* is at the meeting of the Isère and the Arc. A motor omnibus runs to (9¼ m.) La Rochette (p. 43). We run E. along the valley of the Arc, known as the MAURIENNE, which is divided into the *Basse-Maurienne*, with its series of fortified gorges overhung by vineyards, and the Alpine *Haute-Maurienne*, above Modane. About one-third of the world supply of aluminium is produced in this district.—380 m. *Aiguebelle* (Hôt. de l'Union; de la Poste), a little summer resort, once a fortress, was partly destroyed by a landslide in 1760.

The castle of *Charbonnière*, 2 m. S.W., was the original home of the counts of Savoy. At *Randens*, on the other side of the Arc, are the ruins of a collegiate church, founded in 1267 by Peter d'Aigueblanche (d'Acquablanca), bishop of Hereford, who is said to have bequeathed his heart to it.

387 m. *Epierre* has the ruins of an old castle.—394¼ m. *St-Avre-la-Chambre*. The village of *St-Avre*, ½ m. S.E., has a 13th cent. chapel. *La Chambre* (Hôt. Jay), to the N., has a Romanesque church with a curious portal. A fine road leads hence over the Col du Glandon (6342 ft.) to (13 m.) the *Chalet-Hôtel du Glandon* (p. 70). The valley narrows again; we skirt (l.) a rock crowned by the *Tour de Bérold de Saxe*, a legendary personage whose son, the emperor Conrad, is said to have made Humbert the White-Handed the first count of Maurienne in the 11th century.

400½ m. (645 km.) **St-Jean-de-Maurienne** (1860 ft.; *Hôt. St-Georges*, R. 8–12, L. or D. 10 fr.; *de l'Europe*, R. 12, L. or D. 12, pens. 25 fr.; *de la Gare*), the old capital of the Maurienne and the seat of a bishopric dating from the 6th cent., is a little market town (2945 inhab.) near the meeting of the Arvan with the Arc, ½ m. from the railway station. In the Place du Marché stands the *Tour Bossue*, once the mint of the bishops of Maurienne. At the entrance to the cathedral square is a square 13th cent. tower, formerly belonging to the *Chapelle Notre-Dame*, whose graceful Romanesque portal likewise has survived. The CATHEDRAL, mainly of the 15th cent. but with portions of the 12th and 16th, has a heavy W. façade.

Under the modern porch is a plaster model of the tomb of Humbert the White-Handed (d. 1048), founder of the house of Savoy; and a marble bas-relief in the wall represents the Emperor Conrad investing him with the countship of Maurienne (comp. above). The interior has been freely restored in an incongruous Carthusian style. The nave is of the 12th cent.; the aisles and their

chapels were added three centuries later. In the S. aisle are an altar and tomb erected in memory of St. Ayrald, bishop of Maurienne; the old portrait of the saint should be noticed. The first chapel of the N. aisle, with a handsome Renaissance doorway, contains the tomb of Oger de Conflans (d. 1441). The choir is noteworthy for its 15th cent. *Choir-stalls, by Mochet of Geneva, surmounted by an openwork gallery. On the left of the high altar is a superb ciborium in alabaster, supporting a reliquary that is said to contain three fingers of St. John the Baptist, brought hither in the 6th cent. by St. Tigrus or St. Thecla.—The dilapidated *Cloisters*, dating from 1452, may be visited (apply to the concierge at the adjoining Mairie).

Guides for the ascents from St-Jean may be obtained at the Syndicat d'Initiative.—A motor omnibus service runs to *St-Sorlin-d'Arves* (p. 70), and motor coaches to *Mont Cenis* (p. 18; 25 fr., return 40 fr.) and the *Col du Lautaret* (p. 68; 27 fr., return 45 fr.).—From St-Jean to *Grenoble* viâ the Col de la Croix-de-Fer, see p. 69; to *Briançon* viâ the Col du Galibier, see p. 71.

Beyond St-Jean we cross the Arvan and continue to ascend the narrowing valley of the Arc.—405 m. *St-Julien-Montricher*. The formidable cliffs on the left bank, rising sheer for 3000 ft., are crowned by the *Fort du Télégraphe*; at its foot the Valloirette, coming down from the Col du Galibier, pours into the valley through a deep cleft (power station).

408¾ m. (658 km.) **St-Michel-de-Maurienne** (2335 ft.; *Hôt. des Alpes; Moderne*), a little town (2030 inhab.) on the right bank of the Arc, lies at the foot of the famous road over the Col du Galibier, and is visited in summer. The modern town, with the hotels, flanks the road, while higher up is the old town, dominated by two towers of the 14th century. The little Romanesque tower beside the church dates from the 13th century.

From St-Michel *Moûtiers* (p. 20) may be reached in 12½ hrs. by a bridle-path viâ (3¼ hrs.) the *Col des Encombres* (7668 ft.) and (7¾ hrs.) *St-Martin-de-Belleville* (p. 21).

From St-Michel to *Briançon* viâ the Col du Galibier, see p. 71.

The ascent to Modane is steep and the line passes through 11 tunnels.—418 m. (673 km.) **Modane** (3468 ft.; *Buffet; Hôt. International*, R. 12, L. or D. 12, pens. 30 fr.; *Savoy; de la Poste; du Commerce*), a fortified frontier town (2937 inhab.) and the French and Italian customs station, is situated on the left bank of the Arc, in a basin of pastures enclosed by high mountains. The international expresses stop here for 1½–2 hrs., and depart for Italy by Central European time (1 hr. in advance of Greenwich time).

Among the numerous excursions from Modane (guides at Modane-Ville, ¾ m. N.E.) may be mentioned that to (3¼ hrs.) *Aussois* (4885 ft.; Hôt. du Soleil-d'Or) viâ (1¼ hr.) the waterfalls of St-Benoît. From Aussois the *Col d'Aussois* (9515 ft.) leads in 8¾ hrs. to *Pralognan* (p. 22), which may be reached direct from Modane in 8¼ hrs. viâ the *Col de Chavière* (9206 ft.; poor bridle-path; guide useful, 22 fr.), a notch in the E. ridge of the *Péclet-Polset* massif (11,700 ft.).

The easiest high ascent from Modane is that of **Mont Thabor* (10,437 ft.; 7 hrs.; bridle-path to the summit) viâ the *Col de la Vallée-Étroite* (8022 ft.) and the *Col de la Muande* (9219 ft.).—The *Col de la Roue* (8412 ft.) leads to *Bardonnecchia* (p. 19; in Italy) in 6½ hrs.

From Modane to Bonneval-sur-Arc, 27½ m. (44 km.), P.L.M. autocars daily in July and Aug. in 2½ hrs. (18 fr.; return 30 fr.); electric omnibus twice daily to *Lanslebourg* in 1½ hr. (5 fr.). This road, traversing the Haute-Maurienne comp. p. 16), will become a section of the 'Route des Alpes,' when the carriage-

road over the Col d'Iseran, now in construction, is completed.—8 m. *Bramans-Le Verney* (4055 ft.; Hôt. des Glaciers) is a base for mountain excursions. Here Horace Walpole lost his pet spaniel Toby, which was carried off by a wolf while being exercised behind his post-chaise.—11¼ m. *Termignon* (4200 ft.; Hôt. du Lion-d'Or; de la Vanoise) is a picturesque little place at the meeting of the Arc and the Leisse. The *Col de la Vanoise* (8291 ft.) 'eads hence viâ (5½ hrs.) *Entre-deux-Eaux* to (9½ hrs.) *Pralognan* (p. 22; guide not necessary).—15½ m. (25 km.) **Lanslebourg** (4587 ft.; *Hôt. de Valloire et du Galibier*, June–Oct., R. 10 D. 12, pens. 30 fr.; *de l'Europe*, R. 8, D. 8, pens. 22 fr.), with the French custom-house at the foot of the Mont-Cenis Pass, preserves a number of old houses with curious sundials. The mairie and schools are installed in a former church with a Romanesque belfry. For the road hence to the *Mont-Cenis Hospice* and *Susa*, see below.

18 m. *Lanslevillard* has a church decorated with 16–17th cent. frescoes, and a chapel (key at the curé's house) with well-preserved paintings of 1518 by a local artist.—23½ m. **Bessans** (5647 ft.; *Hôt. Cimaz; Clapier*) is at the foot of the *Aiguille de Tierce* (9689 ft.), which is crowned by a chapel. The church, on a knoll, contains numerous ex-votos and carved wooden altars. The Chapelle de St-Antoine alongside (key at the curé's house) contains some remarkable but damaged frescoes of the Italian school. The *Rochemelon* (11,604 ft.; 7½ hrs.; guide useful) is the chief ascent from Bessans. Above Bessans the valley grows wilder; on the left side, especially, may be seen the quarries of the serpentine stone known as 'marbre de Bessans.'

27½ m. (44½ km.) **Bonneval-sur-Arc** (6020 ft.; *Chalet-Hôtel* of the French Alpine Club, in summer), one of the highest villages in the Alps and an excursion centre, is situated on the Arc, a little below its confluence with the Lenta, and at the foot of the Col de l'Iseran. On all sides rise snow-peaks. The road ends here for the present, but it is being carried over the pass to Val-d'Isère.—About 2¾ m. E. lies the recently opened *Chalet-Hôtel des Evettes* (8626 ft.; July–Sept.), of the French Alpine Club, affording access to many easy ascents (see the *Blue Guide to the French Alps*).—From Bonneval to *Val d'Isère*, see p. 25.

FROM MODANE TO SUSA OVER THE MONT-CENIS PASS, 45½ m. (73 km.) by road; P.L.M. autocars daily (July 10th–Sept. 10th) from St-Jean-de-Maurienne to (2¾ hrs.) the *Mont-Cenis Hospice* (25 fr.; return 40 fr.) in connection with the Italian service thence to (1½ hr.) *Susa* (15 lire).—To (15½ m.) *Lanslebourg*, see p. 17. We turn to the right and mount by grassy slopes dotted with pines (fine retrospect).—22½ m. **Col du Mont-Cenis** (6831 ft.; *Moncenisio* in Italian), one of the historic passes over the Alps, crossed by Pepin the Short (755), Charlemagne (774), and Charles the Bald (877) and many other sovereigns with their armies. It is even surmised that Hannibal may have passed this way. The carriage road was constructed by Napoleon in 1803–13. The frontier is crossed between the French gendarmerie station and the post of the Italian carabinieri, with the custom-house. Descending, we pass between (24¼ m.) the blue *Lac de Mont-Cenis* and the *Hôtel de la Poste* and reach (26¾ m.) the **Hospice du Mont-Cenis** (6332 ft.; *Grand-Hôtel de l'Hospice*, open throughout the year), often crowded in summer and frequented for winter sports. The hospice was founded by Louis the Debonair in 825. Its fortified structure is divided into two parts by a chapel. The N. wing, added by Napoleon, is occupied by a police post and the little garrison of Bersaglieri and Alpini. The hospice proper (to which poor travellers only are admitted) is in the S. wing. Visitors are shown a room once occupied by Pope Pius VII, and also Napoleon's room, with the original furniture.—Below the hospice is (29 m.) the *Hôtel de la Grande-Croix*. We descend by zigzags to the valley of the Dora Riparia.—45½ m. (73 km.) **Susa** (1640 ft.; *Hôt. del Sole*) is a picturesque little town, noted for its triumphal **Arch* erected in honour of Augustus (c. 8 B.C.). The *Cathedral* dates from 1028. A branch railway connects with the main line to Turin (see below). For further details see the *Blue Guides to Northern Italy* and to the *French Alps*.

FROM MODANE TO TURIN, 65¾ m. (106 km.), railway in 2½–3½ hrs. The line beyond Modane belongs to the Italian system and is electrified. We ascend in a loop to the entrance of the **Mont-Cenis Tunnel**, or *Tunnel du Fréjus*, 8½ m. long, pierced in a straight line from N.N.W. to S.S.E. through the Massif du Fréjus, some 16 m. S.W. of the Mont-Cenis Pass. The highest point reached by the railway is 4246 ft., and the Alps rise nearly 5500 ft. overhead. The tunnel, pierced in 1857–70 and opened for traffic in Sept. 1871, was the first of the great

tunnels through the Alps. The passage occupies 25 min., and we emerge near (11¾ m.) *Bardonnecchia* (4127 fr.; Hôt. Fréjus; Sommeiler), a garrison village attracting Italian visitors in summer.—At (18¾ m.) **Oulx** (3444 ft.; *Hôt. Alpi Cozie; del Commercio*) we reach the valley of the Dora Riparia.—From Oulx to *Briançon*, viâ the Mont-Genèvre, see p. 80.

21½ m. *Salbertrand* has an early 16th cent. church. The peaks on the left are those of the Mont Ambin group, and on the right is the Assietta chain. In this neighbourhood Henri Arnaud, the Vaudois leader, defeated the French in 1689, thus opening a way back to his native valleys. Farther down the valley, near the fort of *Exilles*, the French were defeated by the Piedmontese in 1747.—From (37¾ m.) *Bussoleno* a short branch line runs to *Susa* (see above), at the foot of the Mont-Cenis Pass. The journey thence to Turin takes 1½–1¾ hr.—65¾ m. (106 km.) Turin (*Palace-Hôtel; Europa & Grand-Hôtel; Central & Continental*; etc.), Ital. *Torino*, situated at the meeting of the Dora Riparia and the Po, is the old capital of Piedmont and a modern industrial city (502,274 inhab.) with a university and interesting museums and churches; see the *Blue Guide to Northern Italy*.

3. FROM CHAMBÉRY TO BOURG-ST-MAURICE AND VAL-D'ISÈRE

Railway to *Bourg-St-Maurice*, 64½ m. (104 km.) in 4 hrs. (32 fr., 20 fr. 90, 13 fr. 15 c.); to *Moûtiers-Salins*, 47½ m. (76 km.) in 2½ hrs. (23 fr. 35, 15 fr. 25, 9 fr. 60 c.).—P.L.M. Autocar daily (July 1st–Sept. 15th) from Bourg-St-Maurice to *Val-d'Isère*, 20½ m. (33 km.) in 2½ hrs. (15 fr.).

Chambéry, and thence to (15½ m.) *St-Pierre-d'Albigny*, see pp. 13, 15. We leave the line to Modane and Turin on the right, and go on up the marshy valley of the Isère, passing the castle of Miolans (p. 16) on the left.—21¾ m. *Grésy-sur-Isère* lies at the foot of wooded crags; the heights on the other side of the valley are fortified.—30½ m. (49 km.) **Albertville** (*Buffet*, R. 8, D. 9 fr.; *Hôt. Million*, R. 9, L. or D. 10, pens. 28 fr.; *de la Gare; de la Balance*), where trains stop for 20 min., is a clean but uninteresting fortified town (4512 inhab.) on the Arly, just above its meeting with the Isère. The regularly laid out modern town, on the right bank, named in honour of Charles Albert of Sardinia, who founded it in 1845, is in striking contrast with *Conflans*, the old town, which, with its ivy-clad walls, its steep and narrow streets, and its picturesque old houses, is perched on a ridge above the left bank. From the bridge over the Arly we ascend to (10 min. from the station) the old gateway admitting to Conflans, whose fortifications were dismantled by Francis I in 1536. The *Church* contains a handsome pulpit, carved with figures of the Evangelists, and a font brought from the abbey of Tamié. In the main square stands a 12th cent. Bernardine *Convent* (now barracks) in red brick, with well-preserved windows. The *Terrasse de la Roche*, a promenade on the ramparts, commands a beautiful view down the valley of the Isère towards the Grande-Chartreuse mountains; built on the mountain side is seen the 12th cent. *Château-Rouge*, an old residence of the princes of Savoy.

From Albertville to Beaufort, 11¾ m. (19 km.), motor omnibus daily in 2 hrs. (4 fr.), through the beautiful *Vallée de Beaufort*, the valley of the Doron. 5½ m. *Queige* is a metal-working village.—9¼ m. *Villard-sur-Doron* (Hôt. de la Croix-Blanche) is charmingly situated on the hillside. After passing (10 m.) a road leading to Hauteluce we cross the Dorinet at its meeting with the Doron.—11¾ m. (19 km.) **Beaufort-sur-Doron** (2485 ft.; *Hôt du Mont-Blanc; du Cheval-Blanc;* guides) is a picturesque little summer resort, amid pastures that are said to be the richest in Savoy. Above the meeting of the Doron with the Argentine rise the ruins of the *Château de la Grande-Salle*. The *Château de Beaufort* (16th cent.), with towers said to date from the 'Saracenic' period, is 1 hr. above the town. The Château de Beaufort proper, visited twice by Henri IV, lay lower down, where some remains mark its site. Excursions may be made from Beaufort to (3 hrs. N.E.) the *Lac de la Girotte* (5696 fr.; trout-fishing); or to (6½ m. N.) *Hauteluce* (4765 ft.; Hôt. du Mont-Joly), a sequestered little mountain resort. Passes lead to *Flumet* (p. 8) in 5½ hrs.; to *Megève* (p. 8) in 6 hrs.; to *Aime* (p. 23) in 8–9 hrs. viâ the *Cormet des Arèches* (6874 ft.), a fine pass crossed in 1600 by Henri IV "in a great company of princes"; etc.

Above Beaufort the road goes on, threading the deep *Défilé d'Entreroches* and crossing the Doron several times, to (18 m. from Albertville) *Roselend* (4835 ft.; Hôt. du Mont-Blanc), a charming hamlet, whence the *Cormet de Roselend* (6497 ft.; 'cormet' signifies 'pass'; guide desirable) leads in 2½ hrs. to *Les Chapieux* (p. 24), above Bourg-St-Maurice.

From Albertville autocars ply daily in summer to Chamonix (30 fr.), and the town is a station on the shorter arm of the 'Route des Alpes' (comp. p. xxviii).—From Albertville to *Annecy*, see p. 7; to *St-Jean-de-Maurienne* and the *Col du Galibier* ('Route des Alpes'), see p. 16.

With the engine now at the other end the train returns for a short distance along the line to Chambéry and then crosses the Arly and diverges to the left up the Isère valley. Conflans is well seen on the left.

The long valley of the Isère is known as the Tarentaise, Moûtiers, successor of the ancient *Darentasia* (p. 21), being its capital. Ruined castles stand out here and there on rocky heights, but the vale itself is pastoral. Above Moûtiers begins the rugged *Haute-Tarentaise*, noted for honey and apples, and for a breed of small cattle known as 'tarines.'

On the left, near (34¼ m.) *Tours*, is a ruined manor-house of the archbishops of Moûtiers.—36 m. *La Bâthie* has a ruined church.—Beyond (39 m.) *Cevins*, we tunnel through a crag, crowned by a chapel, that seems to block the valley, and farther on pass (r.) the ruined *Châteaux de Briançon*.—42¾ m. *Notre-Dame-de-Briançon* has thermal saline springs. The basin farther on has been called the 'Jardin de la Tarentaise.'—46 m. *Aigueblanche* grows white wines.

47¼ m. (76 km.) *Moûtiers-Salins* (1570 ft.) is the station for *Salins* (see p. 21) and for **Moûtiers** (2265 inhab.; *Hôt. Terminus*, R. 8, L. or D. 10, pens. 25 fr.; *de la Couronne; Bertoli; Moderne*). The old chief town of the Tarentaise, situated just above the meeting of the Doron with the Isère, owes its name to a monastery founded in the 5th century. Its bishopric, established at the end of the same century, was erected into an archbishopric by Charlemagne, and until the Revolution was the metropolitan see of Savoy; it was revived in 1825, but as suffragan to Chambéry. The Cathedral (*St-Pierre*) is a dull building with a Romanesque choir and crypt, a 15th cent. nave, and a porch of 1461. The treasury (apply to the sacristan) contains some 12th cent. church plate and orna-

ments, but the interior is not otherwise remarkable.—Moûtiers, although oppressively hot in summer, is one of the best excursion centres in Savoy. Guides are available for mountaineers (apply at the Syndicat d'Initiative).

Excursions. To the S. is a network of valleys which run into the recesses of the mountains between the rivers Arc and Isère.—There are autocar services in summer to *Pralognan* (p. 22), *Brides* and *St-Bon-le-Lac-Bleu* (p. 22), and *Val-d'Isère* (p. 25), besides the services to the *Petit-St-Bernard* (p. 24), for which Moûtiers is the starting-point, and to *Chamonix* (p. 9) viâ the Gorge of the Arly.

A good road ascends the *Vallée de Belleville*, to the S., past (4 m.) *Fontaine-le-Puits* and (5½ m.) *Villarly* to (6¾ m.) *St-Jean-de-Belleville* (3105 ft.; Inns) and (11½ m.) *St-Martin-de-Belleville* (4590 ft.; Inns and guides), whence the Col des Encombres (see p. 17) leads over to St-Michel-de-Maurienne.

The best ascent from Moûtiers is that of ***Mont Jovet** (8409 ft.), to the E., which is very easily climbed in 6½ hrs. viâ *Feissons* (bridle-path all the way). On the saddle is a *Chalet-Hôt. l* (C.A.F.; June 15th–Sept. 15th). The panorama includes Mont Blanc to the N.; the Vélan and Grand-Combin showing above the Little St-Bernard; the distant Dent Blanche and Monte Rosa, in the same direction; to the S. the Aiguilles d'Arves, the Meije, and the Ecrins; and from S.E. to N.E. the prominent chain of the Vanoise mountains. The descent may be made to Brides (6 hrs.), Bozel (5 hrs.), or Aime (5 hrs.).

From Moûtiers to Salins, Brides-les-Bains, and Pralognan-la-Vanoise, 16¾ m. (27 km.), P.L.M. autocars (June–Sept.) two or three times daily in 1½ hr. (12 fr.).—Tramway to *Brides* viâ Salins in 35 min. The road ascends the left bank of the Doron.—1¼ m. **Salins** (1615 ft.; *Hôt. des Bains ; des Thermes-Salins*, R. 10, L. or D. 12, pens. 25 fr.; *Savoie*), a frequented little spa, supposed to occupy the site of the ancient *Darentasia*, capital of the Tarentaise (p. 20). There are some ruins of a castle of the dukes of Savoy and the archbishops of Moûtiers on the *Rocher de Melphes*. The earliest printing-press in Savoy is believed to have been established here, by Maurice Mermillion, the Caxton of the Tarentaise. The salt springs (97° Fahr.), used for bathing purposes, are prescribed for anæmia, rickets, etc. Pleasant walks lead to Moûtiers and to Brides (each in 1 hr).—2½ m. *Villarlurin*.—3 m. *Halte des Allues* for (4 m. S.) *Les Allues* (3701 ft.; Hôt. du Chamois), a group of several hamlets in the Combe des Allues and a base for ascents in the *Massif du Fruit* (10,027 ft.).

3¾ m. (6 km.) **Brides-les-Bains** (1875 ft.) is visited in summer as a fashionable thermal spa and as a centre for mountain excursions. The climate is healthy, though liable to abrupt variations of temperature. The village is surrounded by steep wooded and vine-clad slopes, above which rise the snow-peaks of the Vanoise.

Hotels (May–Sept.): *Grand-Hôtel des Thermes; Grand-Chalet des Thermes; Nouvel-Hôtel; Petit-Chalet; all situated in the Parc de l'Etablissement.—Hôt. de France; *Grand-Hôtel; des Baigneurs, May–Oct.; *Savoy-Hôtel, L. 10, D. 12, pens. 30 fr.; Royal-Hôtel; de la Vanoise.

Syndicat d'Initiative. *Information Office* at Raffin, the chemist's.—Guides licensed by the French Alpine Club.

Amusements. *Casino*, with concert-rooms, theatre, gaming-rooms, and a garden with café, bandstand, and tennis-courts, etc. *Golf Course.*

The *Casino* and *Thermal Establishment*, a little below the main road, are the centre of the social life of Brides. The waters (95–97° Fahr.), impregnated with sulphuretted hydrogen, are used for digestive troubles and corpulence. The church contains a triptych (St. Stephen) and two noteworthy old chalices.

MOTOR EXCURSIONS are organised to *Les Allues* (see p. 21), to *Moûtiers* (p. 20) by the old road, to *Bourg-St-Maurice* and the *Little St-Bernard* (p. 23), to *Pralognan* (see below), etc.—MULES may be hired for the ascent of the *Mont Jovet* (6 hrs.; see p. 21) and for visits to the *Champagny Gorge* (see below), the *Lac de la Loze*, above St-Bon, etc.

WALKS. A favourite walk leads to the *Bois de Cythère* (½ hr. there and back), the path to which begins opposite the Hôtel des Baigneurs.—Another attractive footpath leads to (1 hr.) *Salins* by the left bank of the Doron.—There is a bridle-path to (1½ hr.) *Les Allues* along the left bank of the Torrent des Allues, below the winding carriage-road.—The *Gorge aux Pigeons* (¾ hr. N.) is a chasm of fantastically shaped rocks.—For mountain ascents in the range to the S. of Brides the most convenient base is Les Allues (see p. 21).

The road goes on up the left bank of the Doron de Bozel, which offers some charming points of view. We pass one or two hamlets and cross (5 m.) the *Pont de la Closettaz*.—From (5½ m.) *Le Carroy* a road diverges on the right for St-Bon (see below).

7½ m. (12 km.) **Bozel** (2870 ft.; *Hôt. des Alpes; Arnaud*), a considerable village, ravaged in 1904 by a sudden flood on one of its mountain torrents, preserves an old chapel with exterior frescoes, a church similarly decorated, and ruins of a castle of the archbishops of Moûtiers.

About 1 hr. S.E. by bridle-path (4¼ m. by roundabout road) is **St-Bon** (3605 ft.; *Hôt. du Lac-Bleu; Curtet*), an upland village from which we may explore the long and picturesque glen of the Rozière, one of the wildest in Savoy.

A magnificent excursion from Bozel (8 hrs. by road and bridle-path; guide useful) leads N.E. to Tignes.—1 hr. *Champagny-le-Bas* was the birthplace of Pierre de Champagny (1225–76), afterwards Pope Innocent V. We pass through the wildest part of the *Gorges de Champagny before reaching (2 hrs.) *Champagny-le-Haut* (4855 ft.; mountain inn), a base for many glacier ascents (guides necessary). We ascend the right bank of the Doron de Champagny and, close to (4½ hrs.) the *Lac de la Glière*, mount in zigzags to the left.—6 hrs. *Col du Palet* (8721 ft.), a pass easily mistaken in misty weather. The descent is rapid to (7 hrs.) the *Lac des Tignes* and (8 hrs.) *Tignes* (p. 25).

9¼ m. *Villard-de-Bozel* has large electro-chemical works. The road ascends in zigzags and passes through (12½ m.) the picturesque village of *Le Planay*.—We cross the Doron de Pralognan by (13¾ m.) the *Pont de Pierra-Crépa*.

16¾ m. (27 km.) **Pralognan-la-Vanoise** (4672 ft.), a village with a delightful climate, is surrounded by pine-forests, above which rise the precipices of the Marchets and the ice-fields of the Massif de la Vanoise.

Hotels. *GRAND-HÔTEL, June–Sept., 160 R., R. 10, L. or D. 12, pens. 25 fr., gardens and tennis-courts; DU DÔME-DE-CHASSEFORÊT, June–Sept., R. 10, L. or D. 9, pens. 24 fr., tennis; DES GLACIERS June–Sept., R. 6, pens. 20 fr.; *DE LA VANOISE, R. 10, L. 8, D. 10, pens. 22 fr.

Guides are licensed by the French Alpine Club, which has an information bureau here (enquire for tariff).

Pralognan, a favourite holiday resort, offers many opportunities for short excursions, picnics, etc. As a mountaineering base it has been called ' the Zermatt of Savoy.'

The best short excursion is a visit to the *Cascade de la Fraîche*, ½ hr. S.E. by a forest-path starting from the post office in *Le Barioz*, just above Pralognan.—Among the numerous ascents may be mentioned those of the easy *Mont Bochor* (6644 ft.), 1¾ hr. N.E.; the *Petit Mont-Blanc* (8809 ft.), 4¼ hrs. S.W. by bridle-path; and the *Dôme de Chasseforêt* (11,802 ft.; 7½ hrs.; guide 25 fr.), the centre of the great snow-field of La Vanoise. The *Grande-Casse (12,668 ft.; guide 75 fr.) is reached in 7½ hrs. viâ the *Col de la Vanoise* (Refuge Hotel; 8291 ft.).

From Pralognan to *Modane* viâ the Col de Chavière, or viâ Aussois, see p. 17; to *Termignon* viâ the Col de la Vanoise, see p. 18.

Beyond Moûtiers the line enters the Haute-Tarentaise (comp. p. 20). An attempt has been made to harmonize the railway stations with the local style of architecture. We pass four short tunnels and two small stations.

56½ m. (91 km.) **Aime** (2170 ft.; *Hôt. des Alpes; des Voyageurs*), on the tributary torrent of the Ormente, was the ancient *Forum Claudii*, chief town of the Centrones, and the mediæval *Axima*. On the hill above it are remains of Roman fortifications, and antique material was used in the construction of the Romanesque priory church of *St-Martin* (key at the Hôt. des Alpes), sometimes wrongly described as a temple of Diana. There was no doubt a Roman temple on the site, and the earliest part of the present building is a 5th cent. crypt. The parish church contains 17th cent. choir-stalls and two curious frescoes. There are several mediæval towers in and near the village.—The *Cormet d'Arêche* (p. 20) leads hence to Beaufort.

The railway crosses the Isère.—60¾ m. *Landry* is the station for (1 hr. S.) *Peisey* (4260 ft.; Hôt. du Vallon-Fleuri, modest), the principal base for the ascent of *Mont Pourri* (12,329 ft.), called the ' rotten mountain ' from the crumbling nature of its quartzite.—64½ m. (104 km.) **Bourg-St-Maurice** (2668 ft.; *Nouvel-Hôtel; des Voyageurs*, R. 10, D. 10, pens. 28 fr.), where the railway ends, is a little fortified town (1189 inhab.), rather prettily situated in a broad flat vale full of poplars, beneath the pine forests that slope down from Mont-Pourri. It is a busy tourist centre in the summer season. The church of *St-Maurice*, in the Grecian style, contains a good carved font, two ancient paintings behind the altar, and a processional cross of 1560.

From Bourg-St-Maurice to Courmayeur viâ the Little St. Bernard, 36 m. (58 km.), autocar daily (July 1st–Sept. 15th; fare from the starting-point at Moûtiers, 26 fr.) in 8¼ hrs., including a halt of 4¼ hrs. on the top of the pass, where passengers change to the Italian conveyance.—The autocars start at Moûtiers (p. 20) and halt at Bourg-St-Maurice station.—1¾ m. *Séez* (2966 ft.; Hôt. du Val-Joli), with the French custom-house, has a church with a curious statue embedded in its outer wall.—Leaving the road to Val d'Isère on the right we ascend in sweeping zigzags, in view of Mont Blanc, to the N., and Mont Pourri, to the S.E. Beside the road after it leaves the forest is a monument to two Chasseurs Alpins who were overtaken by an avalanche.—Beyond the French

customs station and the *Chalet-Restaurant de Lancebranlette* we cross the frontier marked by a monument to St. Bernard.—18 m. (29 km.) **Hospice du Petit St-Bernard** (7057 ft.; Italian post and telegraph office; refreshments) in the grassy saddle of the pass. A few minutes to the right of the road on the Italian side is *La Chanousia*, an Alpine garden with many rare plants.

The Hospice, founded by St. Bernard of Menthon in the late 10th cent., was for 300 years a dependency of the Great St. Bernard, but is now served by the Aosta house of the military and religious order of SS. Maurice and Lazarus. In winter only the rector and two servants, with one or two St. Bernard dogs, remain here. The hospitality of the Hospice (coupons obtained in advance from the rector) is gratuitous for poor travellers, but for others there is a regular tariff. A donation also should be placed in the poor-box. The finest view-point in the neighbourhood is the *Pic de Lancebranlette* (9623 ft.; 3 hrs.), with a path all the way up. From the Hospice the road ascends to (1834 m.) the **Col du Petit-St-Bernard** (7179 ft.), just beyond which rises the Colonne de Joux (Jupiter's column), a Celtic or Roman monument of cipollino marble, re-erected here in 1886, with a statue of St. Bernard. Close by are remains of a stone circle and farther on, near the Italian customs post (Ricovero No. 3; 7149 ft.; motor cars halt), the foundations of a Roman 'mansio,' seeming to show that the pass was known in the earliest times. It disputes with the Mont Cenis, Mont Genèvre, and other passes, the honour of having been Hannibal's passage into Italy.

We descend past the *Lac de Verney*, (24¾ m.) *Pont-Serrand*, the first Italian hamlet, and (27 m.) **La Thuile** (4728 ft.; *Hôt. Nazionale; Jacquemod*), at the foot of the stream descending from the Rutor or Ruitor Glacier. Beyond a tunnel we enjoy a sudden view of Mont Blanc and descend in sharp zigzags to (33½ m.) *Pré-St-Didier* (3250 ft.; Hôt. de l'Univers; de la Couronne), on the road from Aosta to Courmayeur.—36 m. (58 km.) **Courmayeur** (4245 ft.; *Hôt. Reale Bertolini; dell' Angelo*; etc.), at the S. foot of Mont Blanc, is a climatic resort and 'the Chamonix of Piedmont,' connected by a service of autocars with Aosta station. See the *Blue Guides to Northern Italy* or to *Switzerland*.

The road from Bourg-St-Maurice (motor coach to Les Chapieux, 14 fr. return) to (11¼ hrs.) *St-Gervais-les-Bains* (p. 9) runs viâ (3¾ m.) *Bonneval-les-Bains* (3555 ft.; Hôt. des Bains), with a warm saline spring, and (9¼ m.) *Les Chapieux* (5092 ft.; Hôt. du Soleil), a hamlet with a military garrison. Thence over the Col de la Croix-du-Bonhomme, see the *Blue Guides to the French Alps* or to *Switzerland*; over the Col de la Seigne to (6¼ hrs.) *Courmayeur*, see the *Blue Guide to Switzerland*.

The road to Val d'Isère follows the Little St. Bernard road as far as (1¾ m.) *Séez*, where we diverge to mount the right bank of the Isère.—Beyond (4½ m.) *Viclaire* a charming view opens up of the church towers of Ste-Foy (l.) and Villaroger (r.), on their respective hillocks, with the snows of Mont-Pourri high above them.—7½ m. **Ste-Foy-Tarentaise** (3448 ft.; *Hôt. du Mont-Pourri; du Mont-Blanc; du Mont-Iseran*) is a village charmingly situated on a terrace nearly 500 ft. above the right bank of the river, with a background of mountains, and in full view of the Mont-Pourri massif. Opposite, and guarding the entrance to the Val de Tignes, is *Villaroger*. The valley is noted for its excellent honey, and the women of the neighbourhood wear the curious headdress called the 'frontière.'—The road goes on to (9 m.) *La Thuile-de-Ste-Foy* (4173 ft.; Inn), at the foot of the Roche d'Arbine.

Passes from this village and from Ste-Foy cross the frontier S. of the *Ruitor* (11,438 ft.) and descend to (7–8½ hrs.) *Valgrisanche* in Piedmont (see the *Blue Guide to Northern Italy*).

Above La Thuile the road affords impressive views of the Glacier de Planchamp (l.) and the Glacier de la Gurra (r.) which has more than once overwhelmed the hamlet of *La*

Gurra. At (12½ m.) *La Balme* (4980 ft.) we cross a torrent dashing down from the Glacier du Fond, and, leaving the woods, soon enter a pastoral basin with a fine view of the glaciers at the head of the valley.—Beyond (14¼ m.) *Les Brévières* (5160 ft.; Inn), a poor-looking village amid splendid scenery, the road mounts along the side of a ravine (fine larches).—16¼ m. (26 km.) **Tignes** (5443 ft.; *Inn*), a centre for excursions, lies on the left bank of the Isère, into which fall the streams from the Lac de Tignes and Lac de la Sassière. Mules and cattle are bred in the valley; blue marble is quarried, and lace is made by the peasants.

The *Cascade de Tignes*, 1¼ m. E., should be visited.—About 1½ hr. to the S.W., by the stony track leading up to the Col du Palet and Col de la Tourne, is the deep-blue **Lac de Tignes** (6838 ft.; trout), with a subterranean outlet, by which the waters issue 300 ft. lower down.—The *Aiguille de la Grande-Sassière* (12,323 ft.), to the N.E., commands a splendid view of the Western Alps and is ascended with no great difficulty (guide 25 fr.) in 6½ hrs.

From Tignes to *Bozel* viâ the Col du Palet, see p. 22; other passes lead to *Peisey* (p. 23), to *Pralognan* (p. 22), and to *Termignon* (p. 18).

Beyond Tignes the road crosses the Isère and mounts fairly steeply in loops before entering a fine gorge.—19¼ m. *Daille* (5900 ft.), in a barren crater-like depression. Some beautiful marbles will be noticed among the rocks.—20½ m. (33 km.) **Val-d'Isère** (6066 ft.; *Hôt. Parisien*, July–Sept., R. 10, L. 14, D. 12, pens. 28 fr.; *Moris*, June–Sept., pens. 25 fr.), a diminutive Alpine resort, lies on the left bank of the Isère in a basin of pastures ringed in on all sides but the N.W. by snow-mountains.

The *Lac de Tignes* (see above) may be reached directly from Val-d'Isère in 2½ hrs. viâ the *Pas de la Tovière* (7392 ft.), offering a fine view of Mont Blanc, Mont-Pourri, and the Grande-Sassière.

From Val-d'Isère to Bonneval-sur-Arc, 5 hrs. by road and bridle-path (road in construction). The road goes on up the Isère valley to (½ hr.) *Le Fornet*, where we cross the Isère and ascend the left bank.—At the head of the Isère valley (4¾ hrs. E.) is the *Col de la Galise* (9836 ft.), a not very difficult snow-pass offering one of the most glorious views in the Alps, and affording access to (8¾ hrs.) *Ceresole Reale* and the *Val Locana* in Piedmont.—Our path ascends S. in zigzags with a fine retrospect of Mont Pourri, the dark precipices of the Grande-Sassière and the Tsanteleina. The way is marked by stone pyramids, each of which has a shelter-niche.—We reach (2¾ hrs.) the summit of the **Col de l'Iseran** (9085 ft.; refuge-hut), a grand and gloomy passage opening between the *Pointe de Lessières* (10,194 ft.; 1¼ hr.; fatiguing), on the right, and the *Signal du Mont-Iseran* (10,634 ft.; 1¾ hr.; not difficult), on the left. Old official maps of Piedmont and Savoy used to show a mythical mountain, the 'Mont Iseran,' of 13,270 ft., rising above the pass, but there is no summit of this importance. The *View of the valley of the Arc, with the snowy peaks behind culminating in the *Ciamarella* (12,060 ft.), is very impressive. The Col d'Iseran was crossed by the Waldenses in 1689 in the course of their 'Glorieuse Rentrée' to their native Vaudois valleys in Piedmont from which they had been expelled in 1686 (comp. the *Blue Guide to N. Italy*).—The descent from the col is fairly steep, at first over bare slopes and then down the rocky gorge of the Lenta. The glaciers of the *Levanna* (11,493 ft.) are well seen on the left at the head of the Arc valley. Beyond the Chalet-Hôtel of the French Alpine Club the road describes a great bend before descending to (5 hrs.) *Bonneval-sur-Arc* (p. 18), on the road to Modane.

Other passes lead from Val-d'Isère to *Entre-deux-Eaux* (p. 18), to *Ceresole Reale* (see above), and into the Piedmontese *Val de Rhêmes*.

4. LYONS AND ITS ENVIRONS

LYONS (544,723 inhab.), in French *Lyon*, is the largest town in France after Paris and Marseilles. It is the chief town of the department of the *Rhône*, the seat of an archbishop and a university, and the centre of a large entrenched camp. Commercially it is famous especially for its manufactures of silk. The city is admirably situated on two great rivers, the Rhône and the Saône, just above their confluence; it is divided by them into three sections, each with a strongly-marked character of its own. The CENTRAL TOWN, on the peninsula between the rivers, consists of the *Quartier de Bellecour*, with the principal hotels and shops, the *Quartier de la Bourse*, farther N., the business centre of the town, and the *Quartier des Terreaux*, still farther N., the chief focus of the silk trade. Behind the station, at the end of the peninsula, is the dull *Quartier de Perrache*, a swamp until the 18th cent.; while the N. extremity is occupied by the hill of *Croix-Rousse* and its rather mean streets. The OLD TOWN, on the W. bank of the Saône, with its narrow streets and lofty, ramshackle houses, lies huddled beneath the steep hill of *Fourvière*, crowned by its amazing basilica. The NEW TOWN, E. of the Rhône, is built on a regular plan; the central portion is a working-class quarter, while to the S. are the imposing buildings of the University, and to the N. the mansions of the wealthy merchants.

Railway Stations. *Perrache* (Pl. E 3), the principal station, with a good buffet. *Brotteaux* (beyond Pl. A 1; buffet), for slow trains to Belfort, Besançon, Bourg, Geneva, etc. *Vaise* (beyond Pl. B 4), for slow trains to Mâcon, Roanne, and Villefranche. *St-Paul* (Pl. B 3), for Montbrison and Villefranche. *Croix-Rousse* (beyond Pl. A 3), for the 'Ligne des Dombes' and Trévoux. *Est* (beyond Pl. D 1), for Aoste-St-Genix. *St-Jean* (Pl. C 3), for the funicular railways to Fourvière and to *St-Just* (beyond Pl. C 4), the station for Mornant and Vigneray. *St-Clair* and other suburban stations are served by one or other of the above lines.

HOTEL OMNIBUSES meet the principal trains at the Gare de Perrache only, unless ordered beforehand.

Hotels. First class: TERMINUS (Pl. a; E 4), at the Gare de Perrache, 250 R., R. 10–50, D. 15 fr.; ROYAL (Pl. b; C 2), 20 Place Bellecour, 150 R., R. 17, D. 15, pens. 40 fr.; GRAND NOUVEL-HÔTEL (Pl. d; C 2), 11 Rue Grolée, 250 R., R. 16, D. 18, pens. 38 fr.; BRISTOL, 28 Cours de Verdun (Pl. E 3), 200 R. from 14 fr.; GRAND (Pl. e; B 2), 16 Rue de la République, 160 R., R. 20, D. 20, pens. 50 fr.; LUGDUNUM, 400 R., facing the Gare des Brotteaux; CARLTON, 4 Rue de Jussieu, near the Place de la République (Pl. C 2), 120 R., R. 30, D. 25, pens. 70 fr.

Less expensive: DU PARC & DE BORDEAUX (Pl. g; E 3), Rue du Bélier, R. 12, D. 15, pens. 35 fr.; EUROPE & MÉTROPOLE (Pl. c; C 3), 1 Rue Bellecour, R. 10, D. 10, pens. 28 fr.; D'ANGLETERRE (Pl. h; D 3), 22 Place Carnot, R. 12, D. 12, pens. 35 fr.; DES BEAUX-ARTS, 75 Rue de l'Hôtel de Ville, R. 12, D. 12, pens. 35 fr.; CITY, 21 Cours de Verdun, R. 14, D. 12 fr.; DE NICE (Pl. i; E 3), DE L'UNIVERS (Pl. f; E 3), DE VERDUN, all in the Cours Verdun, R. or D. from 10 fr.; VRAY, Rue du Bélier (Pl. E 3), R. 10, D. 9 fr.; DE RUSSIE (Pl. k; C 2), 6 Rue Gasparin, R. 14, D. 12, pens. 30 fr.; DU GLOBE & CECIL (Pl. l; C 2), 21 Rue Gasparin, 100 R., R. 12, D. 12, pens. 35 fr.;

DES ARCHERS (Pl. n; C 2), 15 Rue des Archers; DE LA PAIX (Pl. p; B 2), Rue de l'Hôtel-de-Ville; PIOLAT ET LUTÉTIA, 114 Boul. des Belges, near the Brotteaux station, R. 9, D. 9½, pens. 25 fr.; TERMINUS-BROTTEAUX, R. 10, D. 7, pens. 20 fr.—TOURING (meublé), 37 Cours de Verdun.

Unpretending: DES ÉTRANGERS (Pl. m; C 2); DES QUATRE-NATIONS, 9 Rue Ste-Catherine (Pl. A 2), R. 6, D. 8 fr.; and many near the Gare de Perrache.

Restaurants. **Morateur*, 3 Rue du Président-Carnot (Pl. B 2), an old-established house with a noted cuisine, not cheap; *Baptiste*, 1 Place des Cordeliers (Pl. B 2), à la carte, not expensive; *Sorret*, 24 Quai de Retz (Pl. B 2); *Maison Dorée*, in the middle of the Place Bellecour; *Café Neuf, Café de Bellecour, Berrier & Millet*, Place Bellecour, L. 10 fr., *Rivier, Bouvier, Universel*, Place des Terreaux; *Grand U*, 19 Rue Confort; *Café de la Paix*, 105 Rue de l'Hôtel-de-Ville; etc.

Cafés in the Place Bellecour and the Rue de la République.—TEA ROOMS AND CONFECTIONERS. *Moyne, Godet*, 42 and 48 Rue de la République; *Jouve*, 47 Rue de la Bourse; *Fourey-Galland*, 9 Rue du Président-Carnot.

Post Office (Pl. C 2), 96 Rue de l'Hôtel-de-Ville; TELEGRAPH OFFICE (open always), Rue de la Barre (Pl. C 2). SYNDICAT D'INITIATIVE, 19 Place Bellecour.—TOURIST AGENT, *Lubin*, 76 Rue de l'Hôtel-de-Ville.

British Consulate, 10 Rue Childebert (Pl. C 2).—**United States Consulate**, 2 Place de la Bourse (Pl. B 2).

Conveyances. TAXICABS, 2 fr. on hiring, then 1 fr. 25 c. per km.; luggage 50 c.–1 fr. per article.—TRAMWAYS. Of the 32 services the most important are: 7. Perrache–Place Bellecour—Rue de la République–Brotteaux; 13. Perrache–Place Bellecour–Palais des Arts–Croix-Rousse; 8. Perrache–Quais du Rhône–St-Clair. FUNICULAR RAILWAYS: Rue Terme (Pl. A 3) to Croix-Rousse; Rue Croix-Paquet (Pl. A 2) to Croix-Rousse; Gare St-Jean (Pl. C 3) to Fourvière (Pl. B 4) and to the Place des Minimes and the Gare St-Just; Gare St-Paul (Pl. B 3) to Fourvière and thence to Loyasse.

Banks. *Barclay's, Westminster*, 1 and 37 Rue de la République; *Crédit Lyonnais*, Palais du Commerce; *Comptoir d'Escompte*, 11 Rue du Bât-d'Argent; *Société Générale*, 6 Rue de la République.

English Church (*Holy Trinity*), 4 Quai de Serbie (beyond Pl. A 1); services on Sun. at 10.30 a.m.; Holy Communion at 8.30 (1st and 3rd Sun.) or 11.30.

Amusements. *Grand-Théâtre* (Pl. A 2), Place de la Comédie; *Célestins* (Pl. C 3), *Eldorado*, 33 Cours Gambetta (Pl. D 1).—CAFÉS-CONCERTS (in winter). *Casino-Kursaal*, 79 Rue de la République; *Horloge*, 139 Cours Lafayette (Pl. B 1).—*Guignol* (marionette theatre; comp. p. 32). *Du Gymnase*, 30 Quai St-Antoine (Pl. B 3).

History. The Roman settlement of *Lugdunum*, founded in 43 B.C. on the plateau of Fourvière, became under Augustus the capital of *Gallia Lugdunensis*, a province which included most of the country between the Seine, the Loire, and the present E. frontier of France. The city was much favoured by Nero, Trajan, and Hadrian, and was converted to Christianity by St. Pothinus and the youthful slave St. Blandina, who were martyred under Marcus Aurelius (177); in 197 Septimius Severus slew St. Irenæus and set fire to the city in revenge for its Christian activity. In 478, however, it was the capital of the Burgundians, and in 1024 became the chief town of the kingdom of Provence. A comparatively peaceful history in the middle ages and the introduction from Italy of the silk manufacture, under Francis I, increased the wealth of Lyons. At the Revolution the city refused to comply with the demands of the Terrorists and, after the successful assault of Kellermann, was delivered over for destruction to the tender mercies of Couthon and Collot d'Herbois. The fall of Robespierre, however, saved the greater part of the city, and prosperity came once more to Lyons with the favour of Napoleon and the invention of the power-loom by Jacquard in 1801. During the last century Lyons has suffered from industrial revolutions and serious floods, but the silk industry has steadily prospered. There are now upwards of 80,000 looms and 100,000 employees ('canuts' and 'canuses') engaged in the manufacture.

The emperors Claudius (10 B.C.–54 A.D.) and Caracalla (188–217), and probably Germanicus (15 B.C.–19 A.D.) were natives of Lugdunum. Among famous Lyonnais of more modern times are Philibert Delorme (1515–77), the architect; Gérard Audran (1640–1703), the engraver; the sculptors Antoine Coysevox

(1640–1720) and the Coustous, Nicolas (1658–1733) and Guillaume (1677–1746); Bernard de Jussieu (1699–1777) and his brothers, the botanists; J. B. Say (1767–1832), the free-trader; Joseph Jacquard (1752–1834), see p. 27; General Duphot (1770–98); André Ampère (1775–1836), the electrical scientist, who was born at Poleymieux, a village 9 m. N.; Madame Récamier (1777–1849); and Hippolyte Flandrin (1809–64), Ernest Meissonier (1815–91), and Pierre Puvis de Chavannes (1824–98), the painters. Lyons was visited and described by Thomas Gray on his continental tour with Horace Walpole in 1739. During the Lyons exhibition of 1894 President Carnot was assassinated by the Italian anarchist, Camerio (p. 29).

The *Gare de Perrache* (Pl. E 3) is built on a high embankment to the S. of the Cours de Verdun. From the Place Carnot, on the other side of the Cours, the Rue Victor-Hugo leads straight to the Place Bellecour, passing the Place Ampère (Pl. D 3), with a statue of the famous physicist, whence a street on the left leads to the basilica of ***St-Martin-d'Ainay,** the oldest church in Lyons. Probably founded in the 6th cent., the church as it stands now was consecrated by Pope Paschal II in 1070. The W. front is decorated with red and white brick diamonds and is surmounted by a square tower and spire with curious triangular ornaments at the corners, and over the crossing is a heavy lantern-tower.

Beneath the dome are four Roman columns from an altar of Augustus found at Croix-Rousse. The frescoes in the choir are by Hippolyte Flandrin; some of the over-restored mosaics date from the 12th century. In the N. aisle is the *Chapelle St-Michel* (1485). The 11th cent. *Chapelle Ste-Blandine*, at the E. end of the S. aisle, covers a small crypt.

The spacious PLACE BELLECOUR (Pl. C 2–3), at the end of the Rue Victor-Hugo, planted with trees and adorned with fountains and with a statue of Louis XIV, by Lemot (c. 1820), is the fashionable promenade of Lyons, and is bordered by the principal cafés. The E. and W. sides, destroyed in 1793, were rebuilt by Napoleon in 1800. At the S.E. corner is the *Hospice de la Charité*, with a chapel of 1617.

The *Hôtel de Lacroix-Laval*, at No. 30 Rue de la Charité, houses the new *Museum of Decorative Art*. At No. 34 is the *Musée Colonial de la Chambre de Commerce* (adm. Thurs. 9–12, 2–5, Sat. 2–5).—No. 12 Rue Sala is the *Musée de la Propagation de la Foi* (Pl. C 3; adm. 9–11 and 1–4, Sun. 1–3), containing collections brought home by missionaries.

At the N.E. corner of the Place Bellecour begin the two principal thoroughfares of Lyons, the Rue de la République and the Rue de l'Hôtel-de-Ville. The former leads to the Place de la République (Pl. C 2), in which is a monument to Carnot (see above). On the right is the *Hôtel-Dieu* (1737–1842), whose chief façade overlooks the Rhône. The statues on the pediments represent its legendary founders, Childebert and his queen Ultrogotha (6th cent.). In its graveyard was buried Narcissa, adopted daughter of the poet Young, brought hither from her unconsecrated grave at Montpellier (p. 256). Beyond the Place the street goes on to the Palais de Commerce (see below).

The Rue de l'Hôtel-de-Ville (Pl. C–A 2) traverses the business centre of the city. Beyond the Rue des Archers, which leads

(left) to the *Théâtre des Célestins* (Pl. C 3), it crosses the Place des Jacobins, with a fountain bearing statues of famous Lyonnais, and goes on past the apse of St-Nizier to the Hôtel de Ville (see below). The church of **St-Nizier** (Pl. B 2) is a fine example of 15th cent. Flamboyant Gothic; the central portal was added by an imitator of Philibert Delorme in the 16th century. Of the two spires, that on the right is modern (1856). Within, the triforium is of peculiar design and, like the clerestory, has an elaborate balustrade. The bosses of the roof and the rose-windows of the transepts are likewise remarkable. In the S. transept is a good statue of the Virgin, by Coysevox.

From behind St-Nizier the Rue de la Poulaillerie leads to the **Palais du Commerce et de la Bourse** (Pl. B 2), in the Rue de la République, an imposing rectangular building on whose steps President Carnot was assassinated (p. 28). The ground floor is occupied by the Salle de la Bourse, with a marble clock-frame (Les Trois Heures de la Vie), by Bonassieux. On the 2nd floor is the ***Musée Historique des Tissus,** approached by the stair on our left as we enter from the Place de la Bourse; open 9–4 or 5 (Sun. 11–4 or 5; closed on Mon. and holidays); adm. 1 fr. (Sun. free), or 50 c. per person for a party of 5 or more. This collection, founded in 1856, is unquestionably the best of its kind in the world, and is admirably arranged to illustrate the history of cloth-weaving from the earliest days to the most recent times.

In the first room (E. side) are early Egyptian stuffs; *Coptic fabrics (1st–8th cent.); 11th cent. tapestry; and the earliest known woven silk (7th cent.).—The large room following contains Oriental and Italian fabrics of the greatest value (8th–16th cent.), beyond which are four small rooms of embroidery and lace.—On the S. side are the Oriental carpets and mediæval embroidery, and a long gallery containing models of looms and sewing-machines of every kind.—Beyond some small rooms containing carpets we turn into the W. wing, with two rooms of *Costumes (Louis XV to Napoleon; note especially the large central case). At the end is a small room devoted to modern products of the most famous factories in Lyons.—In the N. wing is a small room of pictorial and topical fabrics, followed by a gallery of tissues from the Far East.

The busy Place des Cordeliers (Pl. B 2) extends from the Bourse to the Rhône. On its S. side is the 15th cent. church of *St-Bonaventure*, containing a much-frequented chapel of St. Anthony of Padua. From the Palais du Commerce the Rue de la République goes on N. to the Place de la Comédie, between the *Grand-Théâtre* (1828–30) and the **Hôtel de Ville** (Pl. A 2). The latter, with its chief façade in the Place des Terreaux, was built in 1646–55 by Simon Maupin of Lyons, restored after a fire by Mansart in 1702, and again restored in 1853.

The two central courts are separated by an attractive arcade, and the principal façade bears an equestrian statue of Henri IV. In the vestibule are two sculptured groups of the Saône and the Rhône, by the Coustou brothers. The finely decorated rooms may be visited from 9–11 and 2–4 (except Sat. and Sun.; apply to the concierge on the left of the vestibule).

Opposite the Hôtel de Ville rises the monumental ***Palais des Arts** (Pl. A, B 2), a large quadrangle built in the 17–18th centuries for the Benedictine convent of St-Pierre. It is open daily (except Tues.) 9–12 and 2–4 or 5; adm. 1 fr., two or more pers. 50 c. each, free on Sun., and on Thurs. and Sat. afternoons.

Ground Floor. In the colonnade is a fine collection of Roman inscriptions. On the farther side is the COLLECTION OF SCULPTURE. Room I (*Antique Sculpture*). In the centre, *Mosaic from Vienne, another from Lyons; the *Dieu de Coligny, an admirable work in bronze; on the left, Triumph of Bacchus, from the foundations of the church of St-Irénée at Lyons.—Passing through a small room we reach R. III (*Mediæval and Renaissance Sculpture*), which contains works by Bened. Antelami, Mino da Fiesole, Desiderio da Settignano, and other masters of the Italian Renaissance.—R. IV. *Salle Chinard*, containing works by the Lyonnais sculptor Joseph Chinard (1756–1813), a bust of Card. de Neuville, by Guillaume Coustou, etc.—Beyond a room of *19th Cent. Sculpture* the Escalier d'Honneur ascends to the—

First Floor, on which is the GALLERY OF MODERN PAINTING and the COLLECTION OF PRINTS AND DRAWINGS. The prints and drawings occupy the W. wing on the left of the Escalier d'Honneur, and include examples of *Meissonier* (p. 28), *J. J. de Boissieu*, *Berjon*, and other native artists; here also is some good Louis-Quatorze furniture. From this gallery a staircase ascends to the *Gallery of Primitive Woodcarving*, with 15th cent. furniture and sculptured groups in wood, on the second floor.

On the other side of the staircase is the GALERIE CHENAVARD, comprising four rooms devoted to local painters: Room I (17th–early 19th cent.): *Blanchet*, Portrait of Tolozan de Montfort; *Grobon*, Portrait of the artist; in the centre, Roman mosaic found at Ste-Colombe.—R. II (1820–45): *Trimolet*, Portrait of M. Germain (fine mother-of-pearl work).—R. III (1845–70): *Soumy*, Disdain, Head of a monk; *Puvis de Chavannes*, Autumn (1864, in the painter's early style), Portrait of the artist's wife.—R. IV (modern): *Roybet*, The astronomy lesson, with portraits of well-known artists (indicator beneath the picture).—Beyond the Escalier Puvis de Chavannes (p. 28) are several rooms devoted to contemporary painting. In R. V are a bust of Mme. Récamier, by *Chinard* and the carved wooden *Doorway of the Hôtel d'Arlatan at Aix-en-Provence (c. 1720).—R. VI: Watercolours by *Ravier* (1814–95) of Lyons.—Beyond a small room containing recent acquisitions, and R. VII, with works by *Seignemartin*, we reach the GALLERY OF CONTEMPORARY FRENCH PAINTING: *Claude Monet*, Apple-blossom, Seascape (Etretat); *Renoir*, Guitar-player; *Sisley*, Village street; *Berthe Morisot*, Child; *Baud-Bovy*, Mountain sunset; bronzes and models by *Rodin*.—The two following rooms contain works by *Fantin-Latour*, *Henner*, *Carrière*, and *Rodin*.

The N. wing, which follows, contains the CABINET OF COINS AND MEDALS and the ANTIQUE COLLECTION. The most noteworthy object in the Antique Room is the unique ***Celtic Calendar***, found at Coligny (Ain) at the same time (1900) as the bronze god (see above). The inscriptions, though deciphered, have not yet been translated; the calendar reckons a lunar year with months of 29 or 30 days, with an intercalary day after every 30 months. In a small room on the left are the bronze ***Claudian Tables***, recording the concession made by the Emperor Claudius in 48 A.D. admitting Roman citizens of Gaul to senatorial rights.—The following rooms contain mediæval and Renaissance metal and glass work, enamels, goldsmiths' work, and pottery; the last room contains Oriental pottery.

Retracing our steps, we mount the *Escalier Puvis de Chavannes* (p. 28). On the staircase walls are *Paintings by *Puvis*, representing: the Sacred Grove of the Muses, the Vision of Antiquity, Christian Inspiration, and the Rhône and Saône typifying Strength and Beauty.

The **Second Floor** is devoted principally to Old Masters. On the right is the SALLE BERNARD containing: *Ribera*, Man with turnips and Woman with a glass; *C. Van Loo*,

Miracle of the Sacrament; *Ruysdael*, Sun after storm; *Piazzetta*, Eating cream; *Guardi*, View in Venice, etc.—The GALLERY OF FRENCH MASTERS contains some interesting portraits, one by *Mignard* of himself, and one of Jacques Stelia, by an unknown hand, showing Flemish and Spanish characteristics; also paintings by *Prud'hon*, *Delacroix*, *Courbet*, *Millet*, *Greuze*, *Rigaud*, *Largillière*, etc. In the centre, Tiger devouring a stag, by *Barye*.—We return to the staircase and cross the landing to enter the GALLERY OF OLD MASTERS. From l. to r.: Four 15th cent. primitives; *Lod. Carracci*, Baptism of Jesus; *Palma Vecchio*, Portrait of a woman; *Guercino*, Circumcision; *Ph. de Champaigne*, Invention of the relics of SS. Gervasius and Protasius; *Gasp. de Crayer*, St. Jerome; *Rubens*, St. Francis, St. Dominic, and other saints interceding on behalf of mankind, Adoration of the Magi; *Jordaens*, Adoration of the Shepherds; *J. B. de Champaigne*, Adoration of the Shepherds; *Cornelis de Vos*, Portrait of the artist; *Snyders*, Dead game; *Goya*, Baptism; *Ribera*, Saint in ecstasy; *Zurbaran*, St. Francis; *Perugino*, *Ascension, and SS. Ercolano and James the Great, presented by Pius VII in 1816. The composition of which this is the right wing was painted for the church of San Pietro at Perugia; only one small panel remains there, the centrepiece is at Caen, the lunette in St. Gervais in Paris, the predella in the museum at Rouen, and the left wing at Toulouse. *Tintoretto*, St. Catherine, St. John the Baptist and other saints adoring the infant Christ; *Andrea del Sarto*, Sacrifice of Isaac; *Paolo Veronese*, Bathsheba, Finding of Moses; *Tintoretto*, Danaë; *Agost. Carracci*, Portrait of a canon of Bologna; *Flemish School*, *Ancestry of the Virgin, Virgin and Child.

The church of *St-Pierre*, S.W. of the museum, is the old convent chapel (see p. 30). The present 18th cent. structure is entered by a fine 12th cent. doorway surmounted by a low square tower. The church is to be converted into a shrine of honour for famous men of Lyons.—To the N.E. is the *Museum of the Silk Industry* (Pl. A 2; adm. Thurs. 2–5).

The Croix-Rousse quarter, the original centre of the silk-weaving industry, lies on the hill to the N., and is best reached from the Place des Terreaux by tramway No. 13 ascending the Cours des Chartreux, though two funicular railways (Pl. A 2, A 3) make a more direct ascent. The Cours affords a fine view of the Saône, the hill of Fourvière, and the lower town, while the church of *St-Bruno-des-Chartreux* (Pl. A 4) contains good 18th cent. woodwork.

From the Place Bellecour (p. 28) the Rue Bellecour and the Pont de Tilsitt bring us into the OLD TOWN (Pl. C, B 3) on the right bank of the Saône. Immediately on the right is the *Library* (500,000 vols.; 10–12, 2–6, 8–10, Sun. and holidays 2–6, 8–10; print-room, Wed. 2–4), occupying the 15th cent. Archbishop's Palace. In front is the station of the funiculars for Fourvière and St-Just. We turn to the right to reach the Place St-Jean, passing (r.) the W. wall of the cloister (11th cent.) against which is a row of older arches, a relic of the *Manécanterie* (School of the Cantors); opposite stands a graceful modern fountain.

The ***Cathedral** (*St-Jean;* Pl. C 3), begun about 1175, presents towards the square its elaborate W. front, the latest part of the structure (1308–1481), mutilated by Huguenots and revolutionaries and badly restored in later years. The two W. towers are spireless and stumpy. The construction of the church itself covers roughly the years 1175–1275, the whole of the choir and the walls of the transepts dating from the 12th cent., while in 1274 the church was so far complete as to be able to hold the Great Council of c. 1600 clerics which proclaimed the union of the Greek and Latin churches. The development of the successive styles of building is well seen in the clerestory windows.

The CHOIR is notable for its 13th cent. *Stained Glass, the best of which fills the central window of the lower row (Redemption). The 18th cent. stalls come from Cluny; the two crosses on the high altar commemorate the union of the churches (see above). In the N. TRANSEPT is an astronomical clock (chimes at noon, 1, and 2 p.m.), made in the 14th century. The entrance to the sacristy, in the S. TRANSEPT, is a fine grille of 18th cent. ironwork. In the S. AISLE is the *Chapelle de St-Louis* or *de Bourbon*, founded in 1486 by Card. Charles de Bourbon. The sculptural decoration shows remarkable detail of a debased style; the stained glass of the upper row of windows dates from 1501.

Beyond the cathedral is the *Palais de Justice* (1835), one of the few modern buildings in the quarter. It is worth while to explore the squalid, narrow streets of the old town, whose tall houses and quaint courts and stairs recall old Edinburgh. From S. to N. the most interesting houses (14–16th cent.) are the following: Rue St-Georges, Nos. 3, 6, 7; Place de la Trinité, good façade; Rue Tramassac, Nos. 8, 18, 22; Rue du Bœuf, Nos. 1, 6, 11, *19; Rue St-Jean, Nos. 7, 9, 11, 12, 24, 37; Rue des Trois-Maries, Nos. 3, 4, 7, 8, 9, 11, 15, 17, 19, 21; Rue de Gadagne, Nos. 8, 10, 12, *14 (see below); Place du Change, No. 2; Rue Lainerie, Nos. 6, 10, 14, 18; Rue Juiverie, Nos. 4, 8, 22.

The ***Musée du Vieux-Lyon,** recently installed in the *Hôtel de Gadagne* (14 Rue de Gadagne, Pl. B 3; adm. Thurs. and Sun. 9–12, 2–4 or 5, Sat. 2–4 or 5), contains an interesting collection illustrating the history of Lyons. The fine hall on the ground floor has a Renaissance chimneypiece, 16th cent. furniture, etc.; 1st floor, Paintings, drawings, documents, etc.; 2nd floor, Handloom for silk-weaving; marionettes of the Guignol Lyonnais, the prototypes of the famous French puppet-show, etc.

Behind the old town rises the hill of *Fourvière*, ascended by funicular (50 c.) either from the Place St-Paul (Pl. B 3) or from near the Cathedral (Pl. C 3). Crowning the hill is the conspicuous **Basilica of Notre-Dame de Fourvière** (Pl. B 4), begun in 1872 in fulfilment of a vow made during the Franco-Prussian war, and consecrated in 1896. The building is in a semi-oriental style and has four lofty towers; on the right is the so-called *Vieille Chapelle* (1746–51). The interior is noteworthy for its gorgeous decoration of marble and mosaic; it covers a large crypt.

A
B
Cours Morand
Lycée Ed. Quinet
Avenue de Saxe
Rue Cuvier
Rue Bugeaud
Molière
Cours Lafayette
Pierre Corneille
R. de Bonnel
PRÉFECTURE
PLACE MORAND
Quai des Brotteaux
Quai Jaucieu
Cours Temple Protestant de la
Pont Morand
Passerelle du Collège
Pont Lafayette
Pont Wilson
1 Nantua
Suchet
PL. TOLOZAN
Quai de Retz
Quai Jules
LYCÉE AMPÈRE
MARCHÉ
R. de la Bourse
Gd Théâtre
PALAIS DU COMMERCE ET DES TISSUS
Bonaventure
Grolée
Hôtel de Ville
Banque de France
République
Carnot
Musée des Soies
Rue de la Charité
PALAIS DES ARTS
Rue Grenette
Hôtel de Ville
St Nizier
Rue Centrale
Fontaine Paul-Chenavard
Rue Mercière
JACOBINS
Rue Lanterne
Quai St Antoine
Rue la Martinière
Pal. Rameau
PLACE Bellecour
SATHONAY
St Vincent
Pont du Change
Pont du Palais de Justice
Théât. des Célestins
JARDIN DES PLANTES
Pt de la Feuillée
Bondy
Quai de la Bibliothèque
Palais des Expositions
Temple Protestant
Rue St Jean
Palais de Justice
Cathédr. St Jean
Pass. St Vincent
Quai St Vincent
St Paul
Gare
Gare St Paul
Montée St Barthélemy
Montée St Barthélemy
Funiculaire
HOSP. DES CHAZEAUX
Montée du Chemin Neuf
Observatoire Gay
Notre-Dame de Fourvière
Tour métallique
Archives départementales
L'Homme de la Roche
Anges
Gare
Gare
HOSPICE L'ANTIQ
Quai des Chartreux
Quai de Pierre Scize
Trévoux
Mâcon
Montbrison

LIBRAIRIE HACHETTE

Imp Duffrénoy, Paris.

The view from the terrace (960 ft.) is excelled by that from the *Observatory*, in the N.E. tower (188 ft. high; adm. 50 c.; 316 steps) or from the *Tour Métallique*, 300 yds N., a miniature Eiffel Tower (278 ft. high; adm. 1 fr. 50 c., holidays, 50 c.), which includes a great part of the valleys of the Saône and Rhône, the Dombes plateau, the Jura, the Savoy Alps (Mont Blanc, Dôme du Goûter), the Dauphiny Alps (Grande-Chartreuse, Meije, Ecrins, the Vercors, etc.), the plain of Vienne, Mont Pilat, the Beaujolais hills, and, in the foreground, the Mont d'Or.

Of the other buildings on the hill, the *Hospice de l'Antiquaille* (Pl. C 4) occupies the site of the Roman prætorian palace, the birthplace of Germanicus, Claudius, and Caracalla, and covers a crypt where SS. Pothinus and Blandina (p. 27) are said to have suffered imprisonment. The modern church of *St-Irénée* (beyond Pl. C 4) has two crypts assigned to the 5th and 10th centuries.

The descent from the basilica to the river may be made on foot either by the shady Passage Gay (5 c.), by the Montée des Anges, or viâ the Jardins du Rosaire (5 c.) and the Montée St-Barthélemy, No. 1 in which is the so-called **Maison de Henri IV.* Adjoining the Gare St-Paul is the church of *St-Paul* (Pl. B 3) with 12th and 15th cent. remains.

On the right at the foot is the *Exhibition Hall* (Palais des Expositions; Pl. B 3), on the left the Quai Pierre-Scize, preserving several quaint old houses backing on to the steep cliffs of the Saône. In a cave on the left is the statue of Jean Cléberger (l'Homme de la Roche), a benefactor of the city in the time of Francis I.

The modern quarters on the left bank of the Rhône are principally noteworthy for the buildings of the *University* (Pl. D, E 2; 1880-90), while at the other end of the town (beyond Pl. A 1) is the fine *Parc de la Tête d'Or* (tramways Nos. 4 and 26), with the War Memorial, a small zoological collection, and good conservatories. In the Boulevard des Belges, the S. boundary of the park, No. 28 is the *Musée Guimet* (adm. free 1-4 or 5; closed Mon.) with a natural history collection and a museum of the art and religions of the Far East.

Excursions from Lyons. The favourite pleasure resort of the Lyonnais is the *Ile Barbe*, 2½ m. N.W., an island in the Saône opposite St-Rambert, reached by tramways Nos. 2, 3, or 5 to Pont Mouton (beyond Pl. A 4), and No. 31 thence; or by railway. On the island are numerous restaurants, a small chapel with a Romanesque tower, and an old castle.

Mont Ceindre (1532 ft.), the lowest of the three summits of the *Mont d'Or*, is reached by tramway No. 20 from Pont-Mouton to *St-Cyr* (4½ m. N.W.), whence a walk of 25 min. brings us to the summit. *Mont Toux* (2098 ft.) and *Mont Verdun* (2054 ft.) are reached respectively from *St-Didier* and *Limonest* (tramways Nos. 22 and 21 from Pont-Mouton).

The Roman *Aqueduc de Bonnand* (16 arches; 3 m. S.W.) and *Arcs de Chaponost* (76 arches; 4½ m.) are reached by tramway No. 14 from the Place Ant. Poncet (Pl. C 2) viâ (2½ m.) *Oullins* (14,089 inhab.), an industrial suburb of Lyons (station, p. 118).

From Lyons (Perrache) to St-Etienne, 36 m. (58 km.), railway in 1¼-2¼ hrs. (17 fr. 85, 11 fr. 65, 7 fr. 35 c.). This railway, the oldest passenger line in France, is followed by the through train from Geneva to Bordeaux; most of the trains go on to Roanne (comp. p. 211).—From Lyons to (13 m.) *Givors-Canal*, see p. 118. For another route (14½ m.) viâ Chasse, see p. 14.—13½ m. (22 km.) Givors (*Hôt. de Provence*, pens. 18-20 fr.) is an industrial town (14,143 inhab.), with remains of a castle destroyed in 1594. A branch line runs N. viâ (8½ m.) *Chaponost* (see below) to (14½ m.) *Tassin*, on the Montbrison line, and thence to (25½ m.) *Lozanne*. —We leave the Rhône and ascend the valley of the Gier, alongside the Canal de Givors (1761-89), traversing an industrial district and threading many short tunnels.—22½ m. Rive-de-Gier (15,336 inhab.) is a centre of the iron-founding and glass-making industries. The town-hall occupies the 18th cent. offices of the canal company.—25½ m. *Grand'Croix*, junction for Mont Pilat (p. 213) and (28½ m.) St-Chamond (*Hôt. du Chemin-de-Fer*; 15,885 inhab.) are important industrial towns.—36 m. (58 km.) *St-Etienne* (Châteaucreux), see p. 212.

From Lyons (St-Paul) to Montbrison, 49 m. (79 km.), railway in 4 hrs. (24 fr. 30, 15 fr. 85, 10 fr.). The train at once enters the Loyasse tunnel (1500 yds.), emerging before (1 m.) *Lyon-Gorge-de-Loup*.—3¾ m. *Tassin* is the junction

for Lozanne and Givors (see p. 33).—5½ m. **Charbonnières-les-Bains** (*Grand-Hôtel, de la Riviera*, open always; *des Bains, des Bluets*, open May–Nov.) is a small mineral spa, much frequented by the Lyonnais.—At (14½ m.) *L'Arbresle* we touch the main line from Paris to Lyons (see the *Blue Guide to North-Eastern France*), from which we at once diverge to the left up the pleasant valley of the Brévenne. On the right rise the Monts de Tarare, on the left the Monts du Lyonnais.—16 m. *Sain-Bel* has a ruined castle. The ruined abbey of *Savigny*, 1½ m. W., was once one of the most powerful in France.—Beyond (19½ m.) *Bessenay* and (21 m.) *Courzieu* the valley becomes much narrower.—26¾ m. *Ste-Foy-l'Argentière* (Hôt. de la Poste, pens. 18 fr.) is a centre for walks among the Lyonnais hills.—Beyond (31 m.) *Meys* we enter the Viricelles tunnel and reach the summit-level of the line (2050 ft.), beyond which the waters drain into the Loire.—33 m. *Viricelles-Chazelles* (Buffet), is the junction for (1½ m.) *Chazelles-sur-Lyon*, an old town with ruined fortifications, and (6½ m.) *St-Symphorien-sur-Coise* (see below).—We descend the gorge of the Anzieux.—37½ m. *Bellegarde-St-Galmier* (comp. p. 211).—At (39 m.) *Montrond-les-Bains* we cross the line from Paris to St-Étienne. Thence to (49 m., 79 km.) *Montbrison*, see p. 211.

From Lyons (St-Just; funicular from the Cathedral) railways run to (9½ m.) *Vaugneray* and (17½ m.) *Mornant*, separating at (6¼ m.) *Le Tupinier*. A motor-omnibus connects Vaugneray with the pretty village of *Yzeron* (2450 ft.; Hôt. Beau-Site et du Parc, pens. 18 fr.; Berger, pens. 15 fr.), in the heart of the Monts du Lyonnais. The line from Lyons to (30 m.) *St-Symphorien-sur-Coise* (see above) diverges from the Mornant line at (10 m.) *Messimy*, and passes through (22½ m.) *St-Martin-en-Haut* (Hôt. Delorme, pens. 20 fr.; du Soleil, 15 fr.), another hill-resort. St-Symphorien has an interesting church (11–15th cent.) and an old town-gate.

From Lyons (Monplaisir) to La Côte-St-André, 40 m. (64 km.), steam tramway in 3½ hrs.—Monplaisir Sta. (Av. Gambetta) is reached from the Place Bellecour by tramway No. 1.—11 m. *St-Pierre-de-Chandieu* has a 14th cent. castle with a double enceinte and flanking towers.—13½ m. *Heyrieux* (p. 35).—28½ m. *St-Jean-de-Bournay*, junction for the line from Vienne to Le Grand-Lemps (p. 91).—40 m. (64 km.) **La Côte-St-André** (3126 inhab.; *Hôt. de l'Europe ; de France*) is the birthplace of Hector Berlioz (1803–69), the composer, whose house has been converted into a small museum (open every afternoon). The church dates from the 12th century. From La Côte the tramway goes on to St-Marcellin (p. 41; no through trains); a branch line runs to Le Grand-Lemps (p. 36). For trains from La Côte-St-André P.L.M. (tramway connection with the town) to St-Rambert and Rives, see p. 91.

From Lyons (Quai Jules-Courmont, Pl. C 2) tramways run to (16 m.) *Montluel* (p. 37), and viâ St-Romain-de-Jallionas to (32 m.) *La Balme* (p. 38) and to (22 m.) *Crémieu* (p. 39).

From Lyons to *Aix-les-Bains* and *Chambéry* viâ Ambérieu, St-André-le-Gaz, or Aoste-St-Genix, see Rte. 6; to *Grenoble*, see Rte. 5; to *Avignon, Marseilles* and the *Riviera*, see Rte. 14; to *Nîmes*, see Rte. 17; to *Paris* viâ Dijon or Moulins, and to *Besançon* viâ Bourg, see the *Blue Guide to North-Eastern France*.

5. FROM LYONS (PARIS) TO GRENOBLE

Railway from *Lyons* (Perrache station), 75 m. (121 km.) in 2½–3¾ hrs. (37 fr. 20, 24 fr. 30, 15 fr. 30 c.); through carriages from *Paris* to Grenoble, 393 m. (633 km.) in 11–13 hrs. (194 fr. 65, 127 fr. 15, 80 fr. 5 c.).—From Lyons to Grenoble there are longer alternative routes viâ Chambéry (pp. 37, 42) and viâ Valence (pp. 92, 40).

Road, 69 m. (111 km.).—15 m. (24 km.) *Heyrieux* (see p. 35).—28 m. (45 km.) *St-Jean-de-Bournay* (p. 34).—33 m. (53 km.) *Lieudieu*.—39½ m. (63 km.) **La Côte-St-André** (p. 34).—44 m. (71 km.) *La Frette* cross-roads.—51½ m. (83 km.) *Rives* (p. 36).—55¾ m. (90 km.) *Moirans* (p. 37).—69 m. (111 km.) **Grenoble** (p. 44). This is the best road, but there is a somewhat shorter route viâ Bourgoin and a more picturesque route viâ La Tour-du-Pin and Voiron.

Lyons, see Rte. 4. We cross the Rhône (good view to the left) and run E. over a rich alluvial plateau.—7½ m. *St-Priest*

preserves an old castle of the counts of St-Priest, and there is another castle on the right near (11¼ m.) *Chandieu-Toussieu*. —13¾ m. *Heyrieux* (tramway, see p. 34) 2 m. S. of the station. We soon enter the green valley of the Bourbre; on the left may be seen the Grand-Colombier and Dent du Chat.—Near (16¾ m.) *St-Quentin-Fallavier* are some fairly well-preserved ruins of the castle of *Fallavier*, which belonged at one time to the Prince of Orange.—An old commandery of the Knights Templars at (21 m.) *Vaulx-Milieu* is known as the ' Temple de Vaulx.'—23½ m. *La Grive*, with textile factories, belongs to the parish of *St-Alban-de-Roche*, which is seen on the right, beneath the ruined castle of Grammont.

26 m. (42 km.) **Bourgoin** (*Hôt. César & du Parc ; Besançon*, R. 7, D. 10, pens. 25 fr.), the Roman *Bergusium*, in the valley of the Bourbre, is an industrial town (5683 inhab.), forming, together with *Jallieu* (3429 inhab.), a busy centre. Jean-Jacques Rousseau lived at the neighbouring farm of Monquin in 1768–70, during the wanderings in which he wrote the ' Confessions.'—For the branch line to St-Hilaire, and the church of St-Chef, see p. 39.—We go on up the pretty valley of the Bourbre and pass (31¾ m.) *Cessieu*.—35½ m. (57 km.) **La Tour-du-Pin** (*Grand-Hôtel ; de France*, R. 8, D. 10, pens. 25 fr.), a busy little town (3550 inhab.) with a bronze statue of the Virgin on the hill above it, was once the seat of an important barony, whose lord, Humbert I, was the ancestor of the third and last line of dauphins of Viennois (1282–1349). In the sacristy of the modern church of *Sacré-Cœur* is a *Triptych (1541–42) of the Entombment attributed to Jacob Binck, a patient in the hospital of La Tour-du-Pin, who has represented preparations for his own burial on the back of it. In the Route d'Italie there are several old houses (No. 62, Faisanderie; No. 74, Maison de Chasse des Dauphins).

A tramway runs from La Tour-du-Pin to (11½ m.) *Les Avenières* (p. 40), on the line from Lyons to Aoste-St-Genix. Some distance to the left of the line (4¼ m. N. of La Tour) is the village of *Dolomieu*, the home of the Marquis de Dolomieu, discoverer about 1790 of the nature of the limestone mountains of the Dolomites, which are named after him.

39¾ m. (64 km.) **St-André-le-Gaz** (*Buffet ; Hôt. des Voyageurs*) is important only as the junction for Chambéry and Virieu-le-Grand. The name Gaz is a local variant of ' gué,' a ford.

From St-André-le-Gaz to Virieu-le-Grand, 35½ m. (57 km.), railway in 2–4 hrs. (17 fr. 55, 11 fr. 45, 7 fr. 20 c.). The line to Chambéry is followed as far as (6¼ m.) *Pressins* (p. 39).—13 m. *St-Didier-d'Aoste*, junction for the line from Lyons to Aoste-St-Genix (p. 39). We cross the Bièvre and afterwards the Rhône.—15½ m. *Brégnier-Cordon* is the junction of a light railway to (27½ m.) *La Balme* viâ (20⅛ m.) *Villebois* (see p. 38).—23⅛ m. *Brens-Virignin* lies close to the Défilé de Pierre-Châtel, where the Rhône flows through a gorge dominated by a monastery of 1383, later turned into a fort.—26 m. (42 km.) **Belley** (*Hôt. Pernollet ; du Bugey*), a small cathedral town (5615 inhab.), the birthplace of Anthelme Brillat-Savarin (1755–1826), the gastronome and author of the ' Physio-

logie du Goût,' is visited as a summer resort. A statue of Lamartine (1790–1869) stands in front of the college where the poet was educated. The cathedral of *St-Jean*, almost entirely modern, preserves, however, its original choir (1413).—Thence the line to (35½ m., 57 km.) *Virieu-le-Grand* traverses the Bas-Bugey (see the *Blue Guide to North-Eastern France*).

From St-André-le-Gaz to *Chambéry*, see pp. 34, 39.

The railway turns S.E., passing (44¾ m.) *Virieu-sur-Bourbre*, the interesting Romanesque church of which was remodelled in the 15th century. Close to the road leading E. to Charavines rises the important *Castle of Virieu*, founded in the 14th cent. by the Clermont family and rebuilt in the 16–17th cent., a good example of a residence of the old nobility (adm. on application to the caretaker). On the left appears the handsome *Château de Pupetière* (Marquis de Virieu), rebuilt by Viollet-le-Duc on ancient foundations; here Lamartine wrote 'Le Vallon.'—Beyond (49¾ m.) *Châbons* the line crosses the watershed (1700 ft.) between the valleys of the Bourbre and the Isère, and skirts a little lake (r.) where Lamartine was saved from drowning by his friend Aymon de Virieu.—51½ m. *Le Grand-Lemps* is connected by branch line with *La Côte-St-André* (9¾ m.; p. 34).

From Le Grand-Lemps to Charavines-les-Bains and the Lac de Paladru, 9½ m. (15 km.), light railway in 1 hr., in continuation of the line from Vienne (p. 91).—Beyond (5½ m.) *La Ravignhouse*, the junction for Voiron (see below), we ascend the valley of the Fure.—6¾ m. *Bonpertuis* is the junction for Pont-de-Beauvoisin (p. 39).—9½ m. (15 km.) **Charavines-les-Bains** (1625 ft.; *Hôt. du Lac*, R. 8, pens. 22 fr.; *de la Poste*, R. 6, D. 12 pens. 20 fr.), an attractive little watering-place, is situated not far from the **Lac de Paladru* (bathing and fishing), a charming sheet of water 3 m. long, in which the Fure takes its rise. On the shores are *Versars*, marking the site of an ancient town which, according to tradition, was excommunicated by Pope Alexander III, sacked by Frederick Barbarossa, and afterwards engulfed in the waters by an earthquake; the village of *Paladru* (Hôt. des Bains; du Lac), offering a good point of view; and *Les Grands-Roseaux*, with remains of lake-dwellings.

About 5 m. N.W. of Charavines by road (or 1 hr. by footpath) is the former *Chartreuse de Silve-Bénite*, founded in 1160 by a bastard son of Barbarossa, rebuilt in the 17th cent., and now a hunting-lodge (view of Mont Blanc and the Grande-Chartreuse); and ½ hr. S.E. is the ruined *Tour de Clermont*, the cradle of the famous Clermont-Tonnerre family.—From Charavines to *Voiron*, see below; to *Virieu*, see above.

Beyond Le Grand-Lemps the line crosses the plateau of Bièvre, and the summits of the Belledonne massif come into prominence.—52¾ m. *Rives* (Hôt. de Paris) has steel works and paper-mills, including the factory where the notes of the Banque de France are made. Railway to St-Rambert, see p. 91. We cross the Fure by a lofty viaduct (view).

59½ m. (96 km.) **Voiron** (**Hôt. de la Poste*, R. 8, D. 10, pens. 25 fr.; *du Commerce*, L. or D. 9 fr.), a thriving town (9359 inhab.) engaged in the manufacture of canvas and other coarse tissues, was the *Oppidum Voronum* of the Romans, and was not ceded by Savoy to France (in exchange for Faucigny) until 1355, six years after the rest of Dauphiny had been bought.

The road from Voiron to the *Col de la Placette* (p. 57), 6¾ m. S.E., passes through (3½–4½ m.) the picturesque *Défilé du Bret*. The journey may be shortened

by taking the tramway to (3 m.) *La Croix-Bayard* (p. 52).—A light railway runs from Voiron to (11¼ m.) *Charavines-les-Bains* (p. 36) viâ (7½ m.) *La Ravignhouse* (p. 36).

From Voiron to *St-Laurent-du-Pont* (La Grande-Chartreuse) and *St-Béron*, see p. 52.

Beyond Voiron glimpses are obtained of the Grande-Chartreuse, on the left, and the Pyramide de la Buf, on the right.—63¼ m. **Moirans** (*Hôt. Dulaurier*), a little town (2206 inhab.) 1 m. E. of the station, preserves a Renaissance château, a church with an 11th cent. façade and belfry, and fragments of the town-walls. Railway to *Valence* and *Lyons*, see pp. 42, 92.—We descend into the valley of the Isère, known in this region (from Voreppe as far as Chapareillan) as the **Vallée de Grésivaudan*, and deservedly celebrated as one of the most beautiful in France. The whole floor and sides of the valley, up to the crags and forests that line its flanks, are carefully tilled, and the wealth of crops gives it the appearance of a luxuriant garden—'le plus beau jardin du beau pays de France,' as Louis XII called it.—At (67 m.) *Voreppe* (p. 56) begins the most beautiful part of the valley.—71½ m. *St-Ismègrève-St-Robert* (Hôt. des Terrasses) is another point of departure for the Grande-Chartreuse.

Under the dark woods and heights on the opposite bank lies Sassenage (p. 49). On the left, in the vista opened by the valley of the Vence, is seen the curious Aiguille de Quaix; and above the main valley on the same side rises the formidable Néron. To the S. the broad valley of the Drac stretches as far as the foot of the Moucherotte, and as we approach Grenoble the snow-peaks to the E. of it are seen. We skirt the base of the fortified Mont Rachais.

75 m. (121 km.) **Grenoble**, see Rte. 8.

6. FROM LYONS TO AIX-LES-BAINS AND CHAMBÉRY

A. Viâ Ambérieu and Culoz

Railway to *Aix-les-Bains*, 77 m. (124 km.) in 3–5 hrs. (38 fr. 15, 24 fr. 90, 15 fr. 70 c.); to *Chambéry*, 85⅜ m. (138 km.) in 3¼–5¼ hrs. (42 fr. 45, 27 fr. 70, 17 fr. 45 c.). The trains start from the Perrache station. The expresses from Lyons to Turin follow this route.

Road. We quit Lyons by the Rue de St-Clair (Pl. A 2).—13½ m. (22 km.) *Montluel* (see below).—30½ m. (49 km.) *Ambérieu* (p. 38).—65¼ m. (105 km.) *Culoz* (p. 38).—80 m. (129 km.) **Aix-les-Bains** (p. 10).—88½ m. (143 km.) **Chambéry** (p. 13).

Lyons, see Rte. 4. We cross the Rhône and pass (3⅜ m.) *Lyon-Brotteaux* and (5¼ m.) *Lyon-St-Clair*.—10½ m. *Miribel* (tramway from Lyons) is a factory town with a castle, now in ruins.—16 m. *Montluel* preserves some remains of a castle (1096) in which the emperor Sigismund signed in 1416 the edict raising Savoy to the status of a duchy.—24¼ m. *Meximieux* (Hôt. Duplessy) lies 1¼ m. E. of the little walled town of **Pérouges*, a picturesque mediæval survival of great interest, consisting almost entirely of 15–16th cent. houses. In the

central square the artistic *Hostellerie du Vieux-Pérouges* (old furniture and utensils) occupies a quaint house of the 13th century.—We cross the Ain beyond (26 m.) *Villieux-Loyes* and pass (r.) the 11th cent. castle of *Chazey-sur-Ain*, which belonged to the Colignys, the dauphins of Viennois, and the counts of Savoy.—At (32¼ m., 52 km.) **Ambérieu-en-Bugey** (*Buffet; Hôt. de la Gare*) we join the main line from Paris to Aix-les-Bains and Modane (comp. p. 10).

From Ambérieu to Montalieu, 11 m. (18 km.), railway in ½ hr.—From (3¾ m.) *Lagnieu* a light railway (coming from Bregnier and Villebois, see p. 35) runs to (5 m. S.W.) *La Balme* (inn), the station for the *Grottes de la Balme* (adm. 3 fr., guide 1½ fr.), a vast cavern with an underground lake. Tramway to Lyons, see p. 34.—The *Chartreuse de Portes*, now a summer hotel, lies 9 m. S.W. of Lagnieu.—10 m. *Villebois*, junction for Bregnier-Cordon (p. 35).—11 m. *Montalieu-Vercieu*, see p. 40.

From Ambérieu to *Nantua*, see the *Blue Guide to North-Eastern France*.

We enter the gorge of the Albarine, between the Haut-Bugey (l.) and the Bas-Bugey (r.).—39¾ m. *St-Rambert-en-Bugey* (Hôt. du Bugey), an attractive silk-manufacturing town (4017 inhab.), lies at the foot of the ruined castle of Cornillon. The valley narrows into a curving defile overhung by cliffs before (43½ m.) *Tenay*, another industrial town.—In the Cluse des Hôpitaux, the succeeding defile, are three small lakes.—52 m. *Rossillon* (inn), the ancient capital of the Bugey, retains a tower of its old castle, one of the residences of the princes of Savoy.—We thread a tunnel and pass the Lac de Virieu.—56½ m. *Virieu-le-Grand* (Hôt. des Voyageurs) has a castle once in the possession of Honoré d'Urfé (1568–1625), Marquis de Valromey, who wrote here part of his celebrated pastoral romance 'L'Astrée.' Railways run N. to Ruffieu (see the *Blue Guide to North-Eastern France*) and S. to St-André-le-Gaz (see p. 35).—58¾ m. *Artemare-St-Martin*. From *Artemare* (Hôt. du Commerce), a summer resort with a hydropathic, 1 m. N.E., we may ascend (6 m. N.E.; 4 hrs.) the *Grand-Colombier* (5032 ft.), a natural platform offering a splendid view of the Alps.—The line curves round the base of the mountain (with distant views of the Dent du Chat and Savoy Alps on the right) and enters the Rhône valley.—64 m. (103 km.) **Culoz** (*Buffet; Hôt. de la Gare*), a small town on the right bank of the river, with a restored mediæval castle, is another starting-point for the ascent of the Grand-Colombier (6½ hrs. there and back) and other excursions.—For the continuation of the line to (77 m., 124 km.) **Aix-les-Bains** and (85¾ m., 138 km.) **Chambéry**, see p. 10.

B. Viâ St-André-le-Gaz

Railway to *Chambéry*, 66½ m. (107 km.) in 3¼–4½ hrs. (32 fr. 90, 21 fr. 50, 13 fr. 55 c.); to *Aix-les-Bains*, 75½ m. (121 km.) in 3½–5 hrs. (37 fr. 20, 24 fr. 30, 15 fr. 30 c.). This is the quicker route to Chambéry, but the slower to Aix-les-Bains.

ROAD. We quit Lyons by the Cours Lafayette (Pl. D 1, 2).—34 m. (55 km.) *La Tour-du-Pin* (p. 35).—46 m. (74 km.) *Pont-de-Beauvoisin* (see below).—69½ m. (112 km.) **Chambéry** (p. 13).—78¼ m. (126 km.) **Aix-les-Bains** (p. 10).

From Lyons (Perrache Station) to (39¾ m., 64 km.) *St-André-le-Gaz*, see pp. 34, 35. We diverge to the left from the main line to Grenoble, and cross the Bourbre.—45¼ m. *Pressins* is situated on the Bièvre, which we cross. Railway to Virieu-le-Grand, see p. 35. We pass through a gorge of the Bridoire.—47¾ m. (77 km.) **Pont-de-Beauvoisin** (*Hôt. du Cours et de la Poste ; du Commerce*), nearly 1 m. N.W. of the station, is an industrial town (2624 inhab.) divided by the Guiers into two parts, of which the larger is in the department of the Isère, and the smaller in Savoy. The single-arch bridge dates from Francis I. In the Savoyard town is a 15th cent. church with paintings in imitation of Flamboyant stone-tracery.

Tramway to *St-Béron* and *Aoste-St-Genix*, see p. 40 ; to *Bonpertuis*, see p. 36.

The church of (52¼ m.) *St-Béron* (1020 ft.) was once the chapel of a Benedictine priory. To St-Genix-sur-Guiers, see p. 40; to St-Laurent-du-Pont and Voiron, see p. 52.—55¼ m. *Lépin-Lac-d'Aiguebelette* (1240 ft.; several hotels) is situated near the outlet of the lake. To the S. (4 m.) is *La Bauche* (Hôtel-Château, June–Sept., pens. from 30 fr.), with mineral springs, 4 m. by road from Les Échelles (p. 15).—57¾ m. (93 km.) **Aiguebelette** (1380 ft.; *Hôt. Bellevue ; Beau-Séjour*), a quiet little resort, is delightfully situated at the foot of the steep wooded slopes of the Mont de l'Épine.—We enter a long tunnel (2 m.), and emerge in the valley of the Hière.—60¼ m. *St-Cassin-la-Cascade* owes its name to a waterfall (160 ft.) which is seen on the right.—66½ m. (107 km.) **Chambéry**, see p. 13; thence to (75¼ m., 121 km.) **Aix-les-Bains**, see p. 13.

C. Viâ Crémieu, Aoste-St-Genix, and St-Béron

69 m. (111 km.) to *Chambéry ;* 77½ m. (125 km.) to *Aix-les-Bains*.—LIGHT RAILWAY from Lyons (Est station) to *Aoste-St-Genix*, 44¾ m. (72 km.) in 2–2¾ hrs. (16 fr. 30, 12 fr. 25, 9 fr.).—TRAMWAY or AUTOCAR thence to *St-Béron*, 10 m. (16 km.) in 1 hr.—RAILWAY thence to *Chambéry*, 14¼ m. (23 km.) in 40 min.; to *Aix-les-Bains*, 23 m. (37 km.) in ½–¾ hr. Chambéry cannot be reached conveniently in a single day from Lyons by this route.

Lyons, see Rte 4.—1¾ m. *Villeurbanne*.—At (16 m.) *Pont-de-Chéruy* we cross the tramway from Lyons to La Balme (p. 34).

19¾ m. (32 km.) **Crémieu** (*Buffet ; Hôt. de la Chaîte*) is an old feudal town at the foot of a semicircle of chalk hills breaking down into cliffs overhanging the Rhône valley. It possesses two ancient gateways, a Hôtel de Ville with the cloister of a former Augustinian convent, ruins of the 15th cent. baronial castle of St-Laurent (visitors admitted), a 14–16th cent. church, and an old covered market (15th cent.) with a timber roof. Parts of the walls are still standing. Tramway to Lyons, see p. 34.—The branch line from (24¼ m.) *St-Hilaire-de-Brens* to (7 m.) *Jallieu-Bourgoin* (p. 35) passes (3¾ m.) *Flosailles*, the station for *St-Chef*, a village with the fine Romanesque church and other remains of an abbey, including a chapel with 12th cent. frescoes.

26 m. *Trept* is white with the dust of limekilns. On the left, farther on, is the 14–16th cent. castle of *Serrière*.—From 28½ m.) *Solcymieu-Sablon* a branch

line runs N. to (11¾ m.) *Montalieu-Vercieu*, the junction for (11¼ m. farther) Ambérieu (see p. 38).—34¾ m. *Morestel* (Hôt. du Nord; de la Gare) preserves a square ruined keep offering a view of the foothills of the Alps. The 16th cent. Gothic church, with a balustraded tower, was once an Augustinian chapel. Near *Vézeronce*, 1½ m. S., Clodomir, a son of Clovis, defeated the Burgundians in 524, but was himself slain.—40½ m. *Les Avenières-Veyrins* is connected by tramway with La Tour-du-Pin (see p. 35).—43½ m. *St-Didier*, junction for St-André-le-Gaz and Virieu-le-Grand (see p. 35).—44¾ m. (72 km.) **Aoste-St-Genix** (*Hôt. Labully*, R. 8, D. 8, pens. 18 fr.), the terminus of the light railway, is the station for *Aoste* (Hôt. du Musée), 1¼ m. W., a place of importance in Roman times (Augustum), with a museum of antiquities, and for the silk-weaving village of *St-Genix-sur-Guiers* (Hôt. des Voyageurs), ¼ m. E.

The Tramway to St-Béron starts from the railway terminus, and the autocars (June 15th–Oct. 15th) follow the same road up the valley of the Guiers.—Near (3¾ m.) *Belmont*, which preserves some vestiges of Roman baths, the river flows at the base of sandstone cliffs.—At (5½ m.) *Pont-de-Beauvoisin* (p. 39) we intersect the road from La Bridoire and the railway from St-André-le-Gaz to Chambéry. On the right is seen the *Château de Corbeau*, and farther on the *Château de Vaulserre*. At the end of the valley of St-Béron appear the slopes of the Grande-Chartreuse.—10 m. (16 km.) *St-Béron*, and thence to **Chambéry** and **Aix-les-Bains**, see p. 39.

7. FROM VALENCE TO GRENOBLE AND CHAMBÉRY

Railway to *Grenoble*, 61½ m. (99 km.) in 2–3 hrs. (30 fr. 45, 19 fr. 90, 12 fr. 50 c.); to *Chambéry*, 100½ m. (162 km.) in 3½–5 hrs. (49 fr. 80, 32 fr. 55, 20 fr. 50 c.). Alternative routes from Grenoble to Chambéry, see p. 42.

Road, 61½ m. (99 km.).—11 m. (18 km.) *Romans* (see below).—28½ m. (46 km.) *St-Marcellin* (p. 41).—52¾ m. (85 km.) *Voreppe* (p. 56).—61½ m. (99 km.) **Grenoble** (p. 44).

Valence, see p. 92. The railway to Grenoble runs N.E. through *Bourg-lès-Valence*, an industrial suburb, and (5 m.) *St-Marcel-lès-Valence*.—Beyond (7½ m.) *Alixan* the Isère is crossed.

12½ m. (20 km.) **Romans** (*Hôt. de l'Europe*, R. 10, D. 8½ fr.; *Touvard*), an old town (13,906 inhab.) picturesquely situated at the meeting of the Savasse with the Isère, is still partly walled. The former abbey church of *St-Barnard*, dating from 1140, preserves an interesting but sadly mutilated *Portal (12th cent.). The polygonal 13th cent. choir, with its three tiers of windows, is interesting.

At Romans the last of the independent dauphins, Humbert II, signed in 1341 the abdication by which he resigned his domains to Charles of Valois (p. 3). Here also on Dec. 1st, 1788, was held the historic meeting of the provincial Estates, summoned by Louis XVI in consequence of the assembly at Vizille on July 21st (comp. p. 61).

From Romans to Pont-en-Royans, 21 m. (34 km.), light railway in 2½–2¾ hrs. (6 fr. 40, 4 fr. 80 c.), a circuitous line.—1½ m. *Bourg-de-Péage*, see p. 93.—11¼ m. *St-Nazaire-en-Royans*, see p. 41.—12½ m. *La Motte-Fanjas* lies ½ m. N.E. of Rochechinard (see below). The Chaîne du Royans appears to the E.—16½ m. *St-Jean-en-Royans* (790 ft.; Hôt. du Royans), is a little town near the hilly *Forêt de Lente* (autocars). The 14th cent. castle of *Rochechinard*, 3 m. W., is an imposing ruin. The *Col de la Bataille* (4325 ft.), so named since the wars of religion, leads over to *Plan-de-Baix* in 9¼ hrs. The **Route de Combe-Laval**, one of the most picturesque roads in Dauphiny, leads up in windings past the beautiful *Source of the Cholet* to (16¼ m.) the *Chalet-Hôtel de Lente* (3566 ft.; C.A.F.), a good centre for excursions in the Lente, and to (25½ m.) *Vassieux* and

(31½ m.) the *Col de Rousset* (p. 52). From St-Jean to *Aouste* viâ the Gorges d'Omblèze, see p. 94.—20 m. *St-Laurent-en-Royans*, with its large institution for the deaf-and-dumb, lies near the opening of the rocky cirque of Laval. Thence a picturesque track leads up the valley in 2 hrs. to the source of the Cholet. —21½ m. *Ste-Eulalie-en-Royans* (965 ft.; Hôt. Favot) lies among orchards near the opening of the Goulets (see p. 51).—21 m. (34 km.) *Pont-en-Royans*, see p. 51.

Beyond Romans we pass (16¾ m.) *St-Paul-lès-Romans* (r.) and enter the valley of the Isère proper, which is hemmed in by steep hills.—Beyond (20 m.) *St-Lattier* we approach the mountains of the Royans, on the right.—23 m. *St-Hilaire-St-Nazaire* (Hôt. du Dauphiné).

Autocars start in summer for the Forêt de Lente, and an omnibus plies regularly to Pont-en-Royans and St-Jean-en-Royans. Light railway from St-Nazaire station, ¼ hr. S., to St-Jean-en-Royans and Pont-en-Royans, see above.

The railway mounts high above the right bank of the Isère, while on the right are seen the curious defiles formed by the Bourne, the Vernaison, and the Lyonne.—At (27½ m.) *La Sône* stood a silk-mill for which Jacques de Vaucanson invented the endless chain (1771).—30 m. (48 km.) **St-Marcellin** (*Hôt. de France*, R. 8, D. 9½, pens. 22 fr.; *du Petit-Paris*), a small town (2554 inhab.) on the Cumane above its meeting with the Isère, preserves a Romanesque belfry tower, the remains of 13th or 14th cent. walls, and a ruined 13th cent. castle. The goats' milk cheeses of the neighbourhood are noted. Autocars ply in summer to Pont-en-Royans (see p. 51).

The ruined 13th cent. castle of *Beauvoir*, 4½ m. S., although partly destroyed by Louis XI's order in 1476, is still of considerable size, and retains two gateways of the enceinte, a square tower, and a high Gothic window of the old chapel. It belonged to the third family of Dauphins, several of whom made it their favourite residence. Humbert II retained the castle after his cession of Dauphiny to France, and tradition declares that his infant son, whose death led to Humbert's abdication, was killed by being accidentally dropped by a nurse from one of the windows.

From St-Marcellin to La Côte-St-André, 33 m. (53 km.), light railway in 4½ hrs. (11 fr. 55, 7 fr. 15 c.).—A favourite excursion by this line is to (8 m., 13 km.) **St-Antoine** (1475 ft.; *Hôt. des Voyageurs*), interesting for its ruined **Abbey*, founded in 1095 by monks of the order of St. Anthony of the East (Antonines) and suppressed at the Revolution. The conventual buildings and offices date from the 14-17th centuries. The **Church*, though unfortunately built of soft stone, is tolerably well preserved, and is one of the finest ecclesiastical edifices in Dauphiny. The lower part of the apse dates from the 12th cent., the two first bays from the 13th, and the façade from the 15th. The main W. portal, poorly restored in the 18th cent., preserves delicate sculptures representing the Last Judgment. In the interior are eighteen chapels, fourteen of which are connected with each other by archways dating from the 17th century. Points of interest are the carved capitals of the pillars towards the E. end; the remarkable series of frescoes by Robin Favrier (1442-50), an Avignon artist who worked also upon the Papal palace; the shrines and reliquaries in the Chapelle des Reliques (the seventh in the N. aisle); the Louis XIV high altar; and, in the sacristy, religious vessels, carved ivories, and a series of ten pieces of Aubusson tapestry, woven in 1632, but in an earlier style.—33 m. *La Côte-St-André*, and thence to *Lyons*, see p. 34.

Beyond St-Marcellin we approach the Isère, on the left bank of which is seen the mouth of the gorge of the Nant.—36 m. *Vinay* claims, with Tullins (p. 42), the richest soil in Dauphiny.

An omnibus plies from Vinay to (3 m. S.) *Cognin* (Hôt. des Gorges-du-Nant), about 1 hr.'s walk from the beginning of the deep and striking *Gorge of the Nant*, 1¼ m. long, in which the road, cut in the cliffs, runs 600 ft. above the torrent.—About 3 m. N. of Vinay is the pilgrimage chapel of *Notre-Dame-de-l'Osier*, where the Virgin is supposed to have appeared in 1649.

38½ m. *L'Albenc* is a starting-point for the Route des Écouges (p. 51), leading to La Balme-de-Rencurel. At the head of the valley the Grande-Chartreuse range is seen.—45 m. *Tullins-Fures* serves **Tullins** (3041 inhab.; *Hôt. Central*), a market-town in a fertile countryside producing nuts in great quantities, and (1 m. N.) the *Bains de Fures*, with an alkaline spring.—We cross the Fure and pass (46½ m.) *Vourey*, which has an 11th cent. church and a turreted 18th cent. château.—From (50 m.) *Moirans* to Grenoble, see p. 37.

61½ m. (99 km.) **Grenoble**, see Rte. 8; thence we may proceed by railway (see below), by the *Chapareillan Tramway* (p. 50), or by *Autocar* (p. 50).

After leaving Grenoble, as we ascend on the left bank of the Isère, a noble panorama opens out, including the Chartreuse massif to the N.W. and the Belledonne range to the N.E., with the green vale of the Grésivaudan between them. We intersect the light railway from Grenoble to Froges (see below).—65 m. *Gières*, for the light railway to Uriage and Le Bourg-d'Oisans (p. 59).

68½ m. (110 km.) **Domène** (720 ft.) has the Romanesque ruins of a Cluniac *Priory Church* (11th cent.), preserving a nave with three apsidal chapels. Beside it is a Gothic (13th cent.) chapel of the D'Arces family, with rude frescoes, much dilapidated. Light railway to Grenoble, see below.

From Domène a poor bridle-path (guide useful) ascends the gorge of the Doménon to (6¾ hrs.) *La Pra* (p. 60), joining the path from La Combe-de-Lancey (see below) at (4 hrs.) *Pré-Rémont* (view).

As we proceed the broad saddle of the Col des Ayes is seen on the left, with the Dent de Crolles towering boldly above it.—71½ m. (115 km.) **Lancey** (*Hôt. de la Houille-Blanche*), at the issue of a ravine running down from the Belledonne, has an important paper-mill and wood-pulp factory founded in 1869 by Bergès. The hydraulic plant used was the first for producing electricity from water-power, or ' houille blanche ' (white coal), as the inventor nicknamed it.

Two routes (roads and bridle-paths; guides useful) unite Lancey with *La Pra* (p. 60). One leads in 6¾ hrs. viâ (¾ hr.) *La Combe-de-Lancey* and (4 hrs.) *Pré-Rémont* (see above). The other (9¾ hrs.) crosses (8¼ hrs.) the *Col de Freydane* (8694 ft.). See the *Blue Guide to the French Alps*.

Beyond Lancey we pass *Villard-Bonnot*, with its round church, and skirt the park of the handsome 16th cent. Château de Vorze. The three peaks of the Belledonne with the Grande-Lance de Domène are seen rising above their glaciers on the right.—On the hill above (74 m.) *Brignoud* is the old *Tour de Laval*.—We go on past *Froges*, the terminus of a light railway from Grenoble (12½ m.) viâ Gières and Domène

Hence an excursion may be made in 2 hrs. to the feudal castle of *Les Adrets*, a stronghold of the Baron des Adrets (1513–87), the Huguenot leader, who rallied the whole of Dauphiny to the Protestant cause in revenge (it is said) for an affront offered him by the house of Guise, but himself died a Roman Catholic.

78 m. *Tencin* (Hôt. de Grésivaudan) has an 18th cent. château, built on the site of another which belonged to the notorious but brilliant Mme. de Tencin (1681–1749), a renegade nun and leader of the salons and mother of D'Alembert (1717–83), as she admitted after he had become famous. The father of the philosopher was the Chevalier Le Camus Destouches. The park may be visited.

From Tencin a diligence runs to (4½ m.) the little town of *Theys* (1970 ft.; Hôt. Ferrier-Moreynas; des Alpes), a base for high ascents in the Sept-Laux (p. 44). Thence a rough track goes on to (3 hrs.) *Saille*, on the road to (1 hr. more) *Allevard-les-Bains* (p. 44).

At (80 m.) **Goncelin** (785 inhab.; *Hôt. Bayard*) the road to Allevard diverges on the right. *Montpansard*, on a height, has early 14th cent. fortifications.—84 m. *Le Cheylas-la-Bussière*. About 1 m. N.E., above the road and railway, rise the towers of the 13th cent. **Château Bayard**, birthplace of Pierre de Terrail (1476–1524), the 'chevalier sans peur et sans reproche.' The wing with the room in which he was born preserves its original 15th cent. windows.

The Chevalier Bayard, not less distinguished for courtesy and magnanimity than for courage and warlike skill, covered himself with glory in the wars of Charles VIII, Louis XII, and Francis I. On one occasion he defended a bridge over the Garigliano singlehanded against 200 Spaniards; and his defence of Mézières with a garrison of 1000 against a besieging host of 35,000 placed him among the greatest captains of the age. Twice taken prisoner, he was twice set free without ransom by the admiring enemy. Francis I, his sovereign, received knighthood at his hands. Bayard was mortally wounded in 1524 while defending the French rearguard on the Sesia, not far from Abbiategrasso, in N. Italy. He was buried at Grenoble (p. 46) and his life was written by the 'Loyal Serviteur.'

Close to the castle is the hamlet of *Avalon*, where St. Hugh of Avalon, bishop of Lincoln (comp. p. 54), was born in 1135. Nearly opposite, beyond the Isère, is Fort Barraux (p. 50).

From (87 m.) *Pontcharra-sur-Bréda*, the junction for the light railway to Allevard (see below), an omnibus plies to the station of Barraux (p. 50), on the Chaparcillan tramway.

From Pontcharra-sur-Bréda to Allevard, 9¼ m. (15 km.) light railway in 54 mins. (3 fr. 15, 1 fr. 95 c.). 5 m. *Détries* is the junction for (2 m. N.) *La Rochette* (see p. 16).

9¼ m. (15 km.) **ALLEVARD** (1558 ft.; 1866 inhab.), which has the characteristic aspect of an old mountain 'bourg,' with its winding streets and rustic surroundings, is beautifully situated on the Bréda, in a fine upland valley, and is much frequented as a thermal spa.

Hotels. Splendid, in the park, R. 25, D. 20, pens. 50 fr.; du Parc, near the Casino; Continental et Chalet, pens. 20 fr.; de France et des Alpes; Central-Hôtel Beausite, June–Sept.: Victoria et Bellevue, May–Oct.: Véry; Nouvel-Hôtel; Terminus.

Syndicat d'Initiative, 3 Rue des Bains.—*Season*, June–Sept. (incl.).

The Rue de Jérusalem leads from the station to the Bréda, which we cross to reach the centre of the town and the *Etablissement Thermal*, S. of which is the *Casino* and a park. In one of the rooms of the municipal school, a few minutes to the N.W. of the Etablissement, is the *Musée Rambaud* (open daily; apply at the Mairie), containing a collection of the sculptor's works. In the vicinity are several iron-mines and blast furnaces.

The neighbourhood of Allevard abounds in pleasant walks.—The **Brame-Farine* (3983 ft.), to the N.W., is easily ascended by bridle-path in 2¼ hrs., and offers a splendid panorama from its ridge, which is largely wooded (chalet-restaurant, 3970 ft.). Other ascents and passes are described in *The Blue Guide to the French Alps*.

From Allevard to Le Bourg-d'Oisans viâ Les Sept-Laux, a long day's excursion. The successive stages are as follows: Road (autocars in summer) from Allevard to (8¾ m.) *Grand-Thiervoz-Curtillard;* thence road and bridle-path to (5½ hrs.) *Les Sept-Laux;* bridle-path and road thence to (2¾ hrs.) *Le Rivier-d'Allemond;* and road (Route du Glandon) thence to (11¾ m.) *Le Bourg-d'Oisans*. A guide is unnecessary, except in misty weather.—The Sept-Laux may be visited as an excursion from Allevard, returning thither the same evening; but the descent to Le Bourg-d'Oisans is worth making. Walkers bound for Le Bourg-d'Oisans should sleep at Grand-Thiervoz-Curtillard, and start early to avoid ascending in the heat of the day.

From Allevard we mount in zigzags through woods, and the valley of the Gleyzin, with its snows and glaciers, comes into view to the S.E. On the left rises the *Mont-Mayen* (5538 ft.), easily ascended in 3 hrs.—4¼ m. *Pinsot* (2372 ft.; Hôt. des Glaciers). —8¾ m. **Grand-Thiervoz-Curtillard** (3320 ft.; *Hôt. des Touristes; des Bains*). After several steep ascents we cross (3¾ hrs.) a stream coming down from the *Lac Noir* (6857 ft.), some distance above which is the *Lac Carré* (6969 ft.). —The bridle-path winds gently up the N. flank of the rocks, and the last trees are left behind near (4 hrs.) the chalets of *Les Deux-Ruisseaux* (6539 ft.). The view extends to the Jura.—We skirt the W. shore of (4¾ hrs.) the *Lac de la Motte* (6992 ft.). Higher up on the right is the larger *Lac Cotepen* (7072 ft.), near the S. end of which we cross a stream issuing from the *Lac du Cos* (7163 ft.). The surroundings of (5½ hrs.) **Les Sept-Laux** (7156 ft.) are extremely wild; the numerous ascents and passes are described in *The Blue Guide to the French Alps*. —The **Rocher-Blanc** (9613 ft.), to the E., the highest peak of the group around Allevard, is easily climbed in 2¾ hrs. from the inn, but some snow and ice must be crossed and the usual precautions taken.

Walkers bound for Le Bourg-d'Oisans ascend the slopes to the S. to (5 min.) the *Col des Sept-Laux* (7166 ft.), whence they descend by the *Lac de la Sagne* (7064 ft.) and numerous zigzags (magnificent view of the Grand-Pic de Belledonne) to (2½ hrs.) the Route du Glandon, turning to the right for (2¾ hrs.) *Le Rivier-d'Allemond* (p. 70).—Thence to (11¾ m. farther) *Le Bourg-d'Oisans*, see pp. 69, 61.

Beyond Pontcharra we cross the Bréda and enter Savoy. The Isère is crossed and we may catch a glimpse of Mont Blanc above the head of its valley, on the right. Presently we join the railway from Modane.—94 m. *Montmélian*, and thence to (100½ m., 162 km.) **Chambéry**, see p. 15.

8. GRENOBLE AND ITS ENVIRONS

GRENOBLE (702 ft.), the old capital of Dauphiny, now the chief town (71,602 inhab., including the garrison) of the department of the *Isère* and the seat of a bishopric and a

university, stands on both banks of the Isère, in the Vallée du Grésivaudan, and at the foot of the mountains of the Grande-Chartreuse. It claims with justice to be the most beautifully situated town in France. The vista of almost every street is closed by a near or distant mountain-top, and the full and rapid flood of the river is flanked by handsome quays. It is not to its river that Grenoble owes its nickname of 'the port of the Alps,' for the town is the regular base for excursions in Dauphiny (nearly 100,000 visitors yearly). The oldest and most important industry is glove-making.

Hotels. *Grand-Hôtel (Pl. a; C 2), Rue de la République, 100 R., R. 15, D. 18, pens. 35 fr.; *Moderne (Pl. b; C 3), 4 Rue Félix-Poulat, 200 R.; Majestic, Rue de France (Pl. B 2), 500 R., R. 20, D. 20 fr.; d'Angleterre, Place Victor-Hugo, 100 R., R. 8 fr.; de l'Europe (Pl. c; C 3), 22 Place Grenette, R. 15, D. 15, pens. 30 fr.; Suisse et de Bordeaux, opposite the station, 100 R., R. 16, D. 12, pens. 35 fr.; de Savoie (Pl. d; A 2), opposite the station, R. 10, D. 10 fr.; Central-Hôtel (Pl. f; C 2), 7 Rue Montorge, R. 12, D. 9, pens. 30 fr.; Lesdiguières, 198 Cours Jean-Jaurès, R. 9, D. 10, pens. 25 fr.; de Paris, 2 Place de la Gare; des Alpes, 6 Rue Bressieux; du Mont-Blanc, 1 Rue de France.

Hôtels Meublés. Du Louvre, Boul. Edouard-Rey, R. 12 fr.; Touring-Hôtel, 26 Av. Alsace-Lorraine, R. 12 fr.; Rôyal, R. 15 fr.; Terminus, opposite the station, R. 12, D. 14, pens. 36 fr.; de Marseille, 8 Rue Bressieux, R. 8 fr.; Nouvel-Hôtel, 8 Rue Emile-Gueymard, R. 10 fr.

At the numerous *Pensions*, where students live during the winter season, apartments may be had in Aug.–Sept. on reasonable terms.

Restaurants. *Taverne des Dauphins* (music), Rue Félix-Poulat; **Monnet*, 8 Place Grenette, L. or D. 14 fr.; **Lafayette*, 5 Rue Lafayette, L. or D. 8 fr.; *Taverne Félix*, Place Victor-Hugo; etc.—Cafés in the Place Grenette and Place Victor-Hugo.—Tea-Rooms and confectionery: *Pelloux-Prayer*, 2 Rue de la République; *Bret*, 12 Grande-Rue; *Cartier-Millon*, 4 Rue de Bonne.

Post Office (Pl. C 3), Place Vaucanson.—Syndicat d'Initiative (for autocar and motor-brake tickets, and general information), 2 Rue Montorge.—Club Alpin Français, at the Chambre de Commerce (Pl. B 2), Av. Felix-Viallet.

British Vice-Consulate, 1 Place Malakoff.

Conveyances. Cabs, 3 fr. per drive, taxicabs, 3 fr. per kilometre.—Tramways from the station to La Tronche, and the Cours Berriat to the cemetery; also to Sassenage-Veurey (p. 49), La Monta-Voreppe (p. 56), Seyssenet, and Seyssins (p. 49), to *Froges* (p. 42).—Autocars of the Route des Alpes, see p. xxviii; local services, see pp. 50, 56–59, 64.

Amusements. *Grand-Théâtre*, Rue Hector-Berlioz; *Casino-Kursaal*, 6 Rue Vicat.—The attractions at *Uriage* (p. 59) are within easy reach of Grenoble; late tramway ('tram du théâtre') from Uriage.

Vacation Courses at the University (p. 48) in summer; apply to the Directeur des Cours de Vacances, Université.

History. The original Gaulish village on the right bank of the Isère, called *Cularo*, is mentioned in the letters of Plancus to Cicero (c. 44 B.C.). It was raised to the rank of a town by the Emperor Gratian (c. 380) and became *Gratianopolis*, whence the modern name. In the 9th cent. we find it included in the Burgundian kingdom, and in the 12th cent. the counts of the Grésivaudan took the title of dauphin and made Grenoble the capital of Dauphiny. In 1341 it passed with the rest of Dauphiny to France. Grenoble was sacked in 1562 by the Baron des Adrets (p. 43), and fortified by Constable de Lesdiguières (known as 'the old fox of Dauphiny') after its capture for Henri IV in 1590. Even before the outbreak of the French Revolution the attempt of the government to substitute a new judicial régime for that of the too independent provincial parliament roused the spirit of the Grenoblois; and the 'day of the tiles' (June 7th, 1788) is memorable for the defeat of the royal forces, who were pelted from the roofs. In March–April 1814 the men of Grenoble and its neighbourhood

repulsed an army of 20,000 Austrians, and the town was the first stronghold that openly received Napoleon on his return from Elba (March 7th, 1815), when, in the Emperor's words, he had only " to knock at the gates with a snuff-box " to gain admittance. Owing to its situation Grenoble is liable to floods; in 1219 it was almost swept away, and in 1859 the water was three feet deep throughout the town.—Among the many famous Grenoblois are Jacques de Vaucanson (1709–82), the mechanician and inventor, and Henri Beyle, better known under his pseudonym of Stendhal (1783–1842), author of 'Le Rouge et le Noir' and 'La Chartreuse de Parme.'—The younger Champollion (1790–1832), who was the first to decipher the hieroglyphics of ancient Egypt, lived and worked near Grenoble, and the rich Egyptological collections in the Musée (see p. 48) were presented in his honour.

From the Place de la Gare (Pl. A 2), in front of the railway station, the Avenue d'Alsace-Lorraine (Pl. A, B 3) leads S.E. towards the Place Victor-Hugo (Pl. B 3), in which stands a statue of Hector Berlioz (comp. p. 34) 'listening to the voices of inspiration.' Thence the Rue Molière and Rue Félix-Poulat lead into the Place Grenette, past the church of *St-Louis* (r.), which dates from 1699 and contains a few paintings and woodcarvings. The Place Grenette (Pl. C 2, 3), in the middle of the old town, is the tourist centre of Grenoble, and the usual starting-point of motor-brakes and autocars. Beyond it we follow the Grande-Rue, No. 13 in which was the birthplace of the Abbé de Condillac (1715–80), as far as the Place St-André. In the middle of the place stands a poor bronze statue (by Raggi; 1823) of Pierre du Terrail, Chevalier de Bayard (comp. p. 43). The church of *St-André* (Pl. C 2), a 13th cent. brick and tufa building, considerably restored, but retaining its original square belfry, was formerly a chapel of the dauphins' palace. It was in this church that Lesdiguières abjured Protestantism in 1622, four years before his death, with a view to advantage in both worlds.

In the N. transept is the *Tomb of Bayard* (c. 1650), brought hither in 1822 from its original position in the church of the Minimes, outside Grenoble; but whether or no his body rests within has been disputed.—Among the paintings is an Entombment by Blanchet (1620), noteworthy for its good colouring.

The ***Palais de Justice** (Pl. C 2), opposite, a characteristic example of Dauphinois art, is the most interesting building in the town. It occupies the site of the ancient palace of the dauphins. The oldest portions were built under Charles VIII in a late-Gothic style, and the chapel and its graceful apse, facing the square, date from Louis XII. The principal façade (excepting the second story) was built in 1539–62 under the inspiration of Pierre Bucher. The wing added in 1890–97 is a poor copy in the Renaissance style.

The doorway on the right (gratuity to the concierge) leads to the *Tribunal Civil*. The Second Civil Chamber, on the first floor, has a fine ceiling (1600), and in the First Chamber are *Woodcarvings executed in 1521–24 by Pau Jude, a Swabian. We descend and enter by the doorway on the left (gratuity to the concierge) in order to visit the premises of the *Cour d'Appel*. On the first floor are shown the Library, the Salle des Assises, the *Salle des Audiences Solennelles (with a remarkable carved ceiling designed by Lepautre and executed in 1668), the Salle des Réunions de la Cour (the old meeting-place of the Dauphinois Parlement), and the former Chapel.

We follow the Rue Hector-Berlioz, leaving the *Theatre* on the left, and presently reach the *Jardin de Ville* (Pl. C 2), situated in front of the old mansion of the Constable de Lesdiguières (see p. 46), now the *Hôtel de Ville*. In the middle of its former garden a bronze statue, by Jacob Richier (c. 1620), represents Lesdiguières in the guise of Hercules. Beyond the Hôtel de Ville we reach the quays, with a view of two reaches of the winding Isère and its bridges.

It is worth while crossing the river by the Pont de la Porte de France to visit the *Jardin des Dauphins* (Pl. B 2; open all day, except 12–1.30; adm. ½ fr.) on the steep slopes of the old fortifications, with Provençal shrubs and Alpine flowers, and terraces offering charming views of Grenoble and the Grésivaudan valley. Some plants which ordinarily grow only at 6500 ft. and upwards have been acclimatized here.

Returning to the Place St-André we cross it and follow the Rue du Palais and Rue Brocherie as far as the Place Notre-Dame (Pl .C, D 2), which offers a good view of the Dent de Crolles and Fort du St-Eynard. The **Cathedral** (*Notre-Dame ;* Pl. D 2), a heavy building of various styles and periods, chiefly Romanesque and Gothic, retains its 11th cent. porch and tower. On the right of the choir is a Gothic **Tabernacle* or ciborium (1455–57), gracefully carved in stone with rich foliage and minute tracery. The black and white marble tabernacle of the high altar, in the Italian taste, was brought from the Grande-Chartreuse, to which it was presented in 1576 by the Chartreuse of Pavia. On the left of the choir is a tomb built by Bp. Aymon de Chissé (1407) for himself, his predecessors, and successors.

From the Place Notre-Dame it is only a few steps by the Rue Très-Cloîtres to the *Musée Dauphinois* (adm. free on Sun.; ½ fr. on weekdays, 9–11.30 and 1.30–4, June-Oct.), a collection of historical and provincial interest, in the old chapel of the convent of Ste-Marie-d'en-Bas.

We follow the Rue Frédéric-Taulier and the Place de Lavalette (l.) in order to gain the Quai Claude-Brosse, facing the heights on which are Fort Rabot and the Fort de la Bastille, the latter nearly 900 ft. above the river.

The Pont de la Citadelle leads to the narrow suburb of *St-Laurent*, on the site of Cularo (see p. 45). The church of *Ste-Marie-d'en-Haut* (Pl. C 2), some distance up on the left, dates from 1622 and contains sculptures of Louis XIV–XV. The Rue St-Laurent (r.) leads to the church of **St-Laurent** (Pl. D 1), interesting for its 11th cent. choir and a *Crypt of the 6–7th cent., one of the few Merovingian survivals, with 28 pillars (some of them in white Paros marble) having curiously carved capitals.

At the upper end of the Quai Claude-Brosse is the promenade or *Jardin de l'Ile-Verte* (Pl. D 1, 2), laid out in the English style on the glacis of the old ramparts, and offering admirable views of the Grésivaudan and the Belledonne mountains. By following the promenade to the S.E. for its whole length (10 min.) we may re-enter the town by the *Porte des Adieux* (Pl. D 3), whence the Rue Hébert leads towards the Place de Verdun.

In the *Natural History Museum* (Pl. D 3; Mon. 1.30–5, other days 9.30–11.30 and 1.30–5, strangers admitted at other hours), reached viâ the Rue Villars (l.), the species native to Dauphiny and Savoy (lynxes, marmots, etc.) are well represented. Behind is a small Jardin des Plantes with a Menagerie.

The large Place de Verdun (Pl. C, D 3) is enclosed by a dignified array of public buildings, including the Artillery

School and the Musée on the E. side, the Préfecture on the S., and the garrison headquarters and University on the N. The ***Musée** (Pl. D 3) and *Library*, in a building of 1865–72, include several important collections (adm. free on Sun.; 1 fr. on weekdays, 9–11.30 and 1.30–4, June–Oct.; closed Mon. and Tues. mornings). The picture-gallery, one of the best provincial collections in France, is especially rich in paintings of foreign schools. Among the treasures of the library are the MSS. from the Grande-Chartreuse.

The **Picture Gallery** is on the left of the entrance-hall.—Room I. Old French School: *Fragonard*, Young girl at the fountain; *Le Nain* (?), Portrait of Lesdiguières; *Le Lorrain*, Morning effect; *Watteau*, Landscape.—Room II. Foreign Schools: *Perugino*, St. Sebastian and St. Apollonia (fragments of this composition are found also at Nantes, Lyons, Toulouse, Strasbourg, etc.); *Veronese*, Christ healing the woman with an issue of blood, Christ appearing to Mary Magdalen; *Licinio*, Virgin with St. John the Baptist, St. Anthony, and St. James (one of the rare works of this master); *Guardi*, Doge of Venice in the Piazza of St. Mark; *Zurbaran*, Annunciation, Adoration of the Magi, Circumcision; *Ribera*, Martyrdom of St. Bartholomew, Child sleeping; *Van den Eeckhout*, Portrait of a man; *Rubens*, St. Gregory as pope surrounded by saints (a beautiful work of the master's youthful period, 1607); *Hobbema*, Landscape; *Ruysdael*, Landscape.—Room III. Modern French School, including a number of paintings of purely local interest: *Ravier*, Landscapes; *Dedreux*, Portrait of Henri Beyle (Stendhal); *Hébert*, Portraits; etc.—Room IV. Modern French School: paintings by *Henner*, *Delacroix*, *Bastien-Lepage*, *Gustave Doré*, etc.—In the Salle des Bustes, on the right of the entrance to the gallery, are busts and portraits of famous Grenoblois and Dauphinois worthies, including Lesdiguières, Stendhal, Vaucanson, and Casimir-Perier.

On leaving the Salles des Bustes we turn to the left to reach the **Library**, containing nearly 8000 MSS. and incunabula (many of them brought hither from the Grande-Chartreuse) and 270,000 volumes, and a rich collection of medallions and objects of interest discovered in Dauphiny. Among the treasures exhibited in glass-cases (beginning to our right) are: 77. **Catholicon*, printed in 1460 by Gutenberg at Mayence, with a superb binding; 1003. *Book of Hours of Expilly*, with admirable miniatures; 93. *Champion des Dames* (15th cent.), with a remarkable representation of Joan of Arc; 102. *Danse Macabre* (editio princeps, 1485), unique.—In a centre-case: antique bronze *Venus*; the *Casque of Vézeronce*, a helmet of gilt bronze, discovered in 1870, and believed to be a trophy from the battle of Vézeronce (comp. p. 40); above, the *Crescent of La Buisse*, a prehistoric ornament discovered at La Buisse (p. 52). Other interesting MSS., mementoes of Berlioz and Stendhal, etc., are likewise shown.

The Sculpture Gallery, in three rooms on the N. side of the building, contains modern works and (in the third room) several noteworthy antiques and mediæval and Renaissance carvings.—On the first floor is a small *Musée des Arts Décoratifs*, including the coffins and mummies on which Champollion worked (comp. p. 46) and a number of Egyptian antiquities presented in his honour. On the second floor is a *Salle des Gravures* (adm. on application; gratuity).

The *University* (Pl. D 3), with another good library, is well known for its admirable vacation courses, which attract numerous French and foreign students.

Walks and Short Excursions. The somewhat tiring climb of ½ hr. to the *Fort de la Bastille* (no adm.; photographing forbidden), on the hill above the Jardin des Dauphins (comp. p. 47), is rewarded by the fine view.—A tramway plies directly to (1 m. N.E.) *La Tronche*, which may be reached also by the light railway to Chapareillan (p. 50). Beyond La Tronche the road to Le Sappey may be followed past (1½ m. farther) the 11th cent. castle of *Bouquéron* to (2 m.) *Corenc* (1560 ft.; Inns), offering a splendid view from its church.—Another tramway, starting from the Place Grenette, runs to (2¾ m. S.E.) *Eybens* (Inn), at the foot of wooded hills, with a castle built by Christine de Bourbon, daughte

Lyon
A
R.N.75
Voreppe
B
Abattoirs
Rue du Villard-de-Lans
R. de Metz
R. de la Scierie
Rue Emile-Gueymard
Promenade de Lyon
ESPLANADE
Porte de France
Fort de la Bastille
Fort Rabot
Jardin des Dauphins
Belvédère
Ancienne Porte de France
Quai de France
Quai Perrière
Quai Claude Bernard
ISÈRE
Quai Créqui
PL. DE LA BASTILLE
Hôt. de Ville
JARDIN DE VILLE
Sacré-Cœur
Rue Casimir Brenier
R. du Polygone
GARE
Avenue
Félix Viallet
Majestic
R. Montorge
Chambre de Commerce
Caisse d'Épargne
Av. d'Alsace
Cours Lafayette
Cours Jean Jaurès
Lorraine
Cours Fédération
Berriat
Av. Thiers
St Louis
Rue Bonnet
Rue Rouget de Lisle
Rue Hector Berlioz
Rue Molière
Rue Poulat
Rue Mazenod
Rue Clot Bey
Rue Vaucanson
Rue Phalanstère
Cours Lafontaine
Poste
Lycée (Garçons)
Les
Bains
Rue Nicolas Chorier
Rue du Dauphiné
Rue Taillefer
Rue de Londres
Rue de New-York
Rue Ferrandière
Rue Turenne
Rue Condorcet
Rue Lakanal
Rue Humbert II
CHAMP DE MANŒUVRES
Rue Hoche
Rue de Boissieux
CASERNES (Artill. Alpine)
CASERNE D'ARTILLERIE
Rue Augereau
R. Gén. Rambaud
R. Marceau
l'Aigle
Porte d'Echirolles
Porte Mallifaud
Pont de Claix
Gap
Chambery
B
1
2
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4

12-29 Imp. Duffrénoy. Paris.

of Henri IV and duchess of Savoy.—*Mont Rachais* (3470 ft.) rises directly to the N. of the town, and is easily ascended in 3 hrs. by walkers who care to find their way past the forts that obstruct its slopes.—A finer ascent, but also more difficult, is that of the **Néron* or *Neiron* (i.e. 'Le Noir'; 4281 ft.), 5 m. N.W., a mountain that has claimed several victims, and is a favourite practice-ground for rock climbers. The path constructed by the French Alpine Club from La Monta (p. 56) makes a fairly safe way up, but a guide will be found useful.—The ascent of the *Moucherotte* (see below) is recommended.

From Grenoble to Claix and Le Genevrey-les-Saillants, 12½ m. (20 km.), tramway in 1¼ hr. starting from the Place Grenette (Pl. C 2, 3).—We follow the valley of the Drac, passing (2½ m.) the *Hôtel Lesdiguières* (comp. p. 45), a school of hotel-keeping opened in 1917 under the French Ministry of Education, and open to visitors.—4¼ m. *Pont-de-Claix* (Inns; fishing) is named from a bridge over the Drac with a single span of 150 ft., built in 1611 by Lesdiguières to replace an older bridge swept away by flood in 1219, long considered as one of the 'seven wonders of Dauphiny.' Railway, see p. 71. A short branch diverges here for (6¾ m.) **Claix** (1093 inhab.; *Hôt. Lebon; du Chalet*), charmingly situated above the plain in which Grenoble lies. In the hamlet of *Furonnières*, ¼ hr. to the N.W., Stendhal (p. 46) lived for some time, and his bedroom (Louis XVI—Empire style) may be visited.—The line to Vif goes on viâ (7½ m.) *Varces* (Inns), on the Gresse, and (10½ m.) *Vif* (p. 72) to (12½ m.) *Le Genevrey-les-Saillants*, whence we may cross the ridge of the Moucherolle to (5 hrs.) *Villard-de-Lans* (see below).

From Grenoble to Sassenage and Veurey, 9¼ m. (15 km.), tramway in 55 min., starting from the Rue Félix-Poulat (Pl. C 3). This is one of the favourite excursions from Grenoble (½–1 day).—3¾ m. (6 km.) **Sassenage** (*Hôt. Blain; des Cuves*) is a large village beautifully situated at the mouth of the gorge of the Furon. The church, with an 11th cent. tower, is the burial-place of Lesdiguières (comp. p. 67). The moated *Château* (no adm.), above the left bank of the Furon, dates mainly from Louis XIII. The surrounding pastures produce an excellent cheese, resembling that of Roquefort. A visit to the *Caverns* and '*Cuves*' (pot-holes) in the gorge above the village occupies 2 hrs. —The tramway goes on to (9¼ m.) *Veurey*, on the left bank of the Isère at the foot of the *Pyramide de la Buf* (5345 ft.).

From Grenoble to Villard-de-Lans, 21 m. (34 km.), tramway in 2½ hrs. The tramway starts from the Cours Lafontaine, opposite the Lycée (Pl. C 3), and follows the line to Sassenage (see above) for some distance.—3 m. *Seyssinet* (restaurants) lies at the foot of a track leading up to the Château de Beauregard. —4¼ m. *Seyssins-le-Bas* (1115 ft.), another delightfully situated village, has an 11th cent. church with good capitals.—We mount to (7½ m.) the *Château de Beauregard* (1360 ft.), an 18th cent. building (view of Grenoble), to the W. of which is the 'Désert de Jean-Jacques,' a depression amid crags and pines, where Rousseau is said to have searched for plants during his wanderings in Dauphiny. —A little farther on rises the *Tour-Sans-Venin* (2133 ft.; Inn), one of the 'seven wonders of Dauphiny,' which has stood in ruins since the 13th cent., but is worth visiting for its superb view.—Beyond (8 m.) *Pariset* (Inn) we wind round the base of the Moucherotte, and another fine view opens out; Mont Blanc may be distinguished in clear weather.—12½ m. (20 km.) **St-Nizier-du-Pariset** (3842 ft.; *Hôt. du Moucherotte*), amid high pastures, is visited in summer as a climatic station.—To the S. rise the conspicuous rocky peaks of the *Trois Pucelles* (2 hrs. from St-Nizier; first ascended in 1889; for expert cragsmen only).—Farther S. is the **Moucherotte** (6253 ft.), which is easily ascended from St-Nizier by a path (yellow marks) starting from behind the church. In 1¾ hrs. we pass a spring and from (3 hrs.) the summit have a grand view (indicator) embracing the Grande Chartreuse group, the Jura, Mont Blanc, the peaks E. of Grenoble, and a part of the distant Cévennes.

13½ m. *Le Voland* is another point from which the Moucherotte may be ascended (2½ hrs.).—16¾ m. *Lans-les-Vernes* (3314 ft.; Hôt. Ravaud; Colomb), has a Romanesque and Gothic church. Autocars for Sassenage (Grenoble) and Pont-en-Royans, see p. 50.—21 m. (34 km.) **Villard-de-Lans** (3410 ft.; *Hôt. du Parc et du Château*, D. 10, pens. 25 fr.; *de la Poste*, R. 9, D. 12, pens. 25 fr.; *de Paris*, R. 12, D. 10, pens. 35 fr.; *Moderne; Ravaud*, R. 6, D. 9, pen. 22 fr.), is a village in a charming Alpine valley. The **Moucherolle** (7510 ft.), or *Grand-Arc*, one of the highest peaks of the limestone chain stretching from

Grenoble to the mountains of the Drôme, rises almost due S. of Villard and can be ascended thence in 4½ hrs.

From Grenoble to Chambéry by the Chapareillan Tramway.—36 m. (58 km.). Electric Tramway to *Chapareillan*, 26 m. (42 km.) in 2½ hrs. (6 fr. 55, 5 fr. 15 c.); thence Omnibus to (3¾ m.) *Chignin-les-Marches*, whence Chambéry may be reached in a few minutes by railway. The tramway provides on request an open carriage for parties of ten or more persons.—This picturesque line affords splendid views.

The tramway starts in Grenoble from the Place Notre-Dame (Pl. C, D 2) and crosses the Isère by the Pont de l'Ile-Verte (Pl. E 1). The Dent de Crolles, rising in front, is conspicuous all the way.—1¼ m. *La Tronche*, for Bouquéron, see p. 48.—The ascent is steady past (4¼ m.) *Montbonnot-St-Martin* (1017 ft.; Hôt. du Grésivaudan), and gradually the peaks of the Belledonne come into view on the right.—From (6¼ m.) *St-Ismier*, whose church has an 11th cent. portal, the road (occasional autocars in summer) goes on viâ the *Plateau des Petites-Roches* to La Terrasse (see below; c. 15 m.), but the tramway describes a curve on the slopes above the valley, in view of a fine array of peaks, including Mont Blanc, returning to the road beneath the Dent de Crolles.—9¼ m. *Bernin*. —10½ m. *Crolles* (511 inhab.; Hôt. de la Dent-de-Crolles) lies at the foot of the Dent de Crolles, which is seen in a gap of the cliffs buttressing the plateau of St-Pancrasse.—14¼ m. *La Terrasse* (Hôt. des Quatre-Fontaines) is skirted by the tramway. The castle of *Beaumont* belonged to the Baron des Adrets (p. 43).—17¼ m. *Le Touvet* (Hôt. du Grand-St-Jacques) lies at the foot of a rocky and romantic gorge of the Bresson, which may be explored by good walkers. Beyond (18¾ m.) *St-Vincent-de-Mercuze* (1140 ft.) the line ascends through charming scenery.—19¼ m. *Montalieu*.—The highest point of the journey is reached at (20½ m.) *La Flachère* (1391 ft.), a village delightfully situated among mountain-girt groves and orchards. *Fort Barraux* (r.; now a military prison) commands the passage up and down the valley. The original fort on this site was built by Charles Emmanuel I of Savoy in full view of a French army commanded by Lesdiguières. That general, on being rebuked by Henri IV for allowing the work to proceed, replied, "Your Majesty has need of a fortress on the side of Savoy, to hold in check that of Montmélian; and if the duke is willing to defray the expense, I am willing to undertake its capture." Accordingly he surprised the fort by moonlight (March 31st, 1598), and it was thenceforward a bulwark of France.—23 m. *Barraux;* omnibus to Pontcharra, see p. 43. The view widens as we proceed, with the Granier towering on the left and the Dent du Nivolet in front. —26 m. (42 km.) **Chapareillan** (*Hôt. du Commerce*, R. 6, L. 9, pens. 20 fr.; *Varvat*), on the slopes of the Granier (p. 59), is the tramway terminus and a good base from which to explore the N.E. extremity of the Grande-Chartreuse range. About 3 m. N. lies *Notre-Dame-de-Myans*, a village with an oratory in the crypt of which is preserved a 'black Virgin' of high antiquity. Above and around it are the Abîmes de Myans, formed by a landslide from the Granier in 1248 that buried 16 villages and caused the death of 5000 persons.

The Omnibus from Chapareillan to Chignin-les-Marches runs viâ (2¼ m.) *Les Marches*, which preserves a Gothic gateway of its old walls and a handsome château (now an orphanage) with frescoes attributed to Gagliani.—From (3¾ m.) *Chignin-les-Marches* (see p. 15) the train may be taken to (6½ m., 10 km. farther) **Chambéry** (p. 13).

From Grenoble to Chambéry by Autocar.—46½ m. (75 km.). P.L.M. Autocars of the 'Route des Alpes' daily in summer in 8½ hrs. (35 fr.), including a two hours' midday halt at the monastery of the Grande-Chartreuse.—In the reverse direction (43½ m., 70 km.) the cars run viâ Les Échelles (see p. 15). From Grenoble viâ Le Sappey to (24¾ m., 40 km.) *La Grande-Chartreuse*, see Rte. 9c. Thence viâ St-Pierre-de-Chartreuse and St-Pierre-d'Entremont to (46½ m., 75 km.) **Chambéry**, see p. 58.—The journey is shortened by 6 m. by omitting the visit to the monastery of the Grande-Chartreuse, and proceeding directly to Chambéry from St-Pierre-de-Chartreuse.

From Grenoble to Pont-en-Royans by the Gorges de la Bourne, returning by the Vercors, 81¼ m. (131 km.), a day's excursion by autocar ('Circuit du Vercors;

45 frs.) in summer.—To (3¾ m.) *Sassenage*, see p. 49. The winding road on the left ascends the Fouron and beyond (10½ m.) *Engins* passes through the picturesque *Gorges d'Engins*.—15 m. *Lans-les-Vernes*, on the tramway (p. 49). We descend by the Bourne, leaving *Villard-de-Lans* (p. 49) on the left. The river meanders through forests before entering (22½ m., 36 km.) the **Gorges of the Bourne*, remarkable for the narrowness of the valley (two road tunnels) and the varied character of the scenery. From the *Goule Blanche*, a cavern on the left bank, flows one of the tributary streams. Farther on is the *Goule Noire*, with another copious spring, giving name to (25 m.) the *Pont de la Goule-Noire*, where we leave the road to Vercors (p. 52) on the left.—26¾ m. *La Balme-de-Rencurel* (2150 ft.; Hôt. des Voyageurs), lies between the upper and lower defiles of the Bourne. A very picturesque road (Route des Ecouges) runs hence N. to *L'Albenc* (19¼ m.; p. 42).

Beyond La Balme we thread the lower gorge of the Bourne, or *Gorge d'Arbois*.—31 m. *La Choranche* (885 ft.; *Hôt. Continental) has sulphur springs. At the *Grotte de Bournillon*, 1½ hr. E., is a huge natural arch 300 ft. high, through which flows a stream that rivals the Bourne after heavy rains (key from the Syndicat d'Initiative at Pont-en-Royans).—The valley widens as we approach (34 m.) *Pont-Rouillan*.

34¾ m. (56 km.) **Pont-en-Royans** (730 ft.; *Hôt. Bonnard*, R. 8, D. 12, pens. 20 fr.; *Villard; des Maronniers*), the old capital of the Royans or Royannais, is a romantic village (754 inhab.), with picturesque houses clinging to the cliffs on either side of a deep and narrow gorge of the Bourne, here spanned by a single lofty bridge. It is the chief centre for excursions in the district (apply to the Syndicat d'Initiative).

Railway to *St-Jean-en-Royans* (for the Route de Combe-Laval) and *Romans*, see p. 40.—Autocars to *St-Marcellin*, see p. 41; omnibus to *St-Hilaire-St-Nazaire*, see p. 41.

We cross the bridge (view of the village) and ascend in loops, following the valley of the Vernaison.—Beyond (36 m.) Ste-Eulalie-en-Royans we reach the *Petits-Goulets*, a narrow limestone fissure from which the Vernaison issues in a small cascade. The road through this defile (galleries and five short tunnels), high above the stream, was finished in 1851, and was long considered the most remarkable in Dauphiny. The cliffs open out to enclose the *Vallée d'Echevis*, with vineyards and orchards. At (39 m.) the **Grands-Goulets** (2030 ft.) the road is wonderfully engineered. Perpendicular cliffs close in, and from the gloomy road-galleries we have striking glimpses of the green waters of the Vernaison. We emerge into the bright upland district known as the VERCORS, named from the *Vertacomacori*, mentioned by Pliny.—At (43 m., 69 km.) **Les Baraques-en-Vercors** (2090 ft.; **Hôt. du Midi*, R. 7, D. 10 fr.) the autocars halt for luncheon.

There are occasional autocar services in summer from Les Baraques to (28 m.) *Die* (p. 95), viâ (3¾ m.) *La Chapelle-en-Vercors* (Hôt. Bellier; du Vercors), a secluded little place, and (6¼ m.) *St-Agnan-en-Vercors*, to the S.E. of which rises the *Grand-Veymont* (7697 ft.), the highest of the Vercors peaks. The road threads (14½ m.) the long tunnel beneath the exposed *Col de Rousset* (4629 ft.).

We go on up the valley of the Vernaison, keeping to the left at the road-fork ¾ m. from Les Baraques and crossing the watershed (3025 ft.) into the valley of the Bourne. At (51½ m.) the *Pont de la Goule-Noire* (p. 51) we rejoin our outward route.—59 m. *Villard-de-Lans*, and thence to (81¼ m.) **Grenoble**, see p. 49.

9. THE GRANDE-CHARTREUSE

The mountain massif of the GRANDE-CHARTREUSE, rising above the right bank of the Isère and extending from Grenoble to the neighbourhood of Chambéry, presents a formidable limestone wall 5000–6000 ft. high on its S.E. side, overlooking the river, and falls away more gently to the N.W., where its slopes are richly wooded and intersected by streams and pastures. At the W. end is another precipitous range. Almost in the middle is the depression in which St-Pierre-de-Chartreuse lies, at the meeting of several valleys and at the foot of the principal peaks of the Chartreuse, the *Chamechaude* (6847 ft.) to the S., the *Dent de Crolles* (6776 ft.) to the S.E., and the *Grand-Som* (6670 ft.) to the N. Since the expulsion of the monks a visit to the monastery of the Grande-Chartreuse has lost much of its interest; but these mountains will always be visited for the beauty of their scenery alone, the deep verdure of their valleys, and the graceful outline of their limestone peaks rising above pinewoods. Among the words in local use will be noticed 'som' (sommet; pron. 'son'), 'chame' ('chaume' in other parts of France), and 'habert' (a chalet inhabited only in summer).—The Grande-Chartreuse is accessible by five carriage-roads: the Route du Désert from St-Laurent-du-Pont, the Route des Deux-Cols from Chambéry, the Route du Sappey from Grenoble, the Route du Frou from Les Échelles, and the Route de la Placette from Grenoble; and all of these are served by autocars or omnibuses. In addition, there are numerous tracks and bridle-paths. The arrangement of the following routes is intended to correspond with the usual approaches adopted by travellers.

A. From Grenoble to La Grande-Chartreuse viâ St-Laurent-du-Pont

RAILWAY from Grenoble to *Voiron*, 16¼ m. (26 km.) in 35 min. (8 fr., 5 fr. 20, 3 fr. 30 c.).—LIGHT RAILWAY thence to *St-Laurent-du-Pont*, 11¼ m. (18 km.) in 1 hr. (4 fr. 10, 2 fr. 45 c.).—AUTOCAR or omnibus thence to (5½ m., 9 km.) *La Grande-Chartreuse*.

From Grenoble to (16¼ m., 26 km.) *Voiron*, see pp. 37, 36. The LIGHT RAILWAY runs S. and crosses the P.L.M. line by a viaduct.—Near (18 m.) *La Buisse* was discovered the Crescent of La Buisse (p. 48). As we ascend there is a good view of the plain of the Isère and the mountains above it.—20 m. *La Croix-Bayard*.—21 m. *St-Etienne-de-Crossey* (1475 ft.) is situated above the *Défilé du Grand-Crossey*, a limestone gorge, 1¼ m. long, into which the line now descends. The escarpments of the Grande-Sure (p. 56) are well seen in front.—At (23½ m.) *Pont-de-Demay* the road

from Grenoble viâ the Col de la Placette (p. 57) comes in on the right.—27½ m. (44 km.) **St-Laurent-du-Pont** (1352 ft.; *Hôt. Terminus ; des Deux-Mondes*), at the edge of a marshy plain, has a 13th cent. church rebuilt by the Carthusian monks after a fire in 1855. Some 14th cent. choir-stalls from the Chartreuse de Curière (see below) have been preserved.

The light railway goes on from St-Laurent viâ *Les Echelles* (p. 15) and the *Gorges de Chailles* to (10 m., 16 km. farther) *St-Béron* (p. 39).

The ROAD from St-Laurent to La Grande-Chartreuse, cleverly engineered by the monks, was made (c. 1510) in order to bring down timber and charcoal from the forests. It follows the left bank of the Guiers-Mort, and after leaving on the right a track leading up to (2½ m.) the *Chartreuse de Curière* (founded 1290), a former sanatorium of the Grande-Chartreuse monastery, with a 15th cent. church and conventual buildings of 1700, it enters a fine wooded gorge.—At (1¼ m.) **Fourvoirie**, the 'forata via' of the Carthusians who pierced a way hence into the wilderness they inhabited, is a huge *Distillery*, where the Chartreuse liqueurs, which used to be made by the monks from various herbs, are now manufactured by a company.

There are three varieties of liqueurs known as 'Chartreuse': the *Green*, which is the most ancient and also the strongest, the *Yellow*, which is the most popular (discovered 1840), and the *White*, the weakest (discovered 1835). In addition to these the monks used to make the *Elixir*, a kind of medicament dating from 1607, when, it is said, the Marshal d'Estrées gave the recipe to them; this was the original liquor from which Green Chartreuse was derived. The so-called 'secret' of the monks has been much discussed. No small part of it lay in the use of the purest and oldest spirits of wine, combined with a careful choice of the aromatic plants of the region, such as a kind of ragged robin, balm-mint, young buds of pine-trees, etc.

The output before the departure of the Carthusians was nearly two million litres yearly. The monks have transferred their own distillery to Tarragona in Spain, where they claim to produce the authentic cordial under the name of the 'Liqueur fabriquée par les Pères Chartreux.' The trade-mark of the 'Liqueur fabriquée à la Grande-Chartreuse' has, however, been retained by their successors.

On the opposite (right) bank of the stream are various factories, and the 'Entrée du Désert,' as it is called, is to some extent marred by cement works. The new road through the gorge, made in 1853–54, is carried up the side of high limestone precipices, softened by a wealth of foliage. This was the scene that drew from Gray, the poet of the 'Elegy,' the exclamation, "Not a precipice, not a torrent, not a cliff, but is pregnant with religion and poetry."—From (2½ m.) *La Galère* another track leads upward on the right to the Chartreuse de Curière (see above).—The Guiers is crossed at (3 m.) the *Pont-St-Bruno* (1840 ft.), a skew-bridge (view) 135 ft. above the stream.—Farther on (3¾ m.) we come to the conspicuous limestone pinnacle, 130 ft. high, known as the *Rocher de l'Œillette*, beyond which the road is carried through several short tunnels.—The gorge then expands (4¼ m.) and we look down sloping mountain-sides covered

with almost unbroken forests.—We bear to the left at (4¾ m.) *La Croix-Verte*, and again at (5 m.) the road-fork where we part company with the road to St-Pierre-de-Chartreuse (p. 57).

5½ m. (9 km.) **La Grande-Chartreuse** (3206 ft.; *Hôtel St-Bruno*, May–Sept.), the famous monastery founded by St. Bruno, is enclosed by wooded heights and limestone crags, with a few patches of meadow to redeem the savage character of this traditional 'wilderness.' The monastery is a huge pile covering over twelve acres, but has neither age nor architecture to recommend it, since, owing to repeated conflagrations, very little except part of the great cloister (13th cent.), the Chapelle des Morts, the clock-tower (1371) and refectory, and the great church (15th cent.), is older than the 17th century. Externally its tent-like roofs of slate, designed to prevent the accumulation of snow, are the most conspicuous feature. The Hôtel St-Bruno was the old lodging for women, who were excluded from the convent by the strict rules of the Carthusian order, and until the Revolution were not allowed even to enter the surrounding 'wilderness.'

History. The Grande-Chartreuse was founded in 1084 by St. Bruno, who was born at Cologne about 1035 and studied theology at Rheims and Paris. Embracing the conventual life, he resolved to retire from the world, and, with six companions, is said to have been led to the lonely desert of Chartreuse or Chartrouse, then the abode of wild beasts only, by St. Hugh, bishop of Grenoble, who was warned of their arrival by dreaming of seven stars. The obscure name of the Chartreuse or Chartrouse was destined to become familiar throughout the world, and its monastery, thus humbly begun, to be the parent of the many 'Chartreux,' 'Certose,' 'Charterhouses,' and other Carthusian foundations. The original cells, built higher up than the present monastery, near the Chapel of St. Bruno (p. 55), were swept away, with many of their inmates, by an avalanche in 1132. The first house on the present site was built by Prior Guigues (d. 1137), who also first committed to writing the rigorous rules of the order, prescribing silence, abstinence from meat, the exclusion of women, and the residence of the monks in separate dwellings. In the 13th cent. extensive buildings were erected, but after being eight times burned they were replaced in 1676 by the present building. The rigours of the Carthusian rule had in the meanwhile been somewhat relaxed, but the order has always preserved much of its original spirit, and has never needed to be reformed. The monastery was stripped of its possessions at the Revolution, and the monks were expelled, but they were allowed to return in 1816 and the State made them certain concessions of forest and pasture. Their chief source of revenue was, however, the sale of Chartreuse liqueurs (see p. 53), most of the profits from which were given away in charity. As a result of the 'Loi des Congrégations' (1901) the Carthusians were expelled from France with other religious orders, and the 'Père Général' moved his headquarters to Pinerolo (p. 81), in Italy, while the manufacture of the liqueurs by the monks was transferred to Tarragona, in Spain.—St. Hugh of Avalon (comp. p. 43), bishop of Lincoln, canonized in 1220, was a monk and bursar at the Chartreuse (1160–81), until he was invited to England by Henry II to become head of the early Carthusian house at Witham, Somerset. The refectory was restored in 1474 by Margaret of York, wife of Charles the Bold of Burgundy, and several English kings have been benefactors of the monastery. It was visited in 1886 by Queen Victoria. Most of the treasures of the library, scattered at the Revolution, are now at Grenoble (comp. p. 48).

Visitors are admitted to the monastery (1 fr.) in parties, at regular hourly intervals; but the tour of inspection (¾ hr.)

has lost much of its interest with the passing of the monastic atmosphere.—From the long main corridor galleries lead to all parts of the building. On the left is the *Salle de France*, formerly used as a visitors' dining-room, and opposite is the *Salle de Bourgogne*, another refectory. We ascend a staircase to the passage from which open the cells once assigned to visitors as sleeping quarters. Another passage, above the entrance corridor, gives access to the gallery of the 15th cent. *Church*, to which visitors were admitted to attend the 'office de nuit' (matins and lauds) at midnight, an impressive service in which even the dark lantern in each monk's hand was obscured at certain moments and the chants sung in profound darkness. Farther on we come to the little *Chapelle St-Martin*, used by bishops visiting the monastery, and the square *Chapter House*, now stripped of its works of art. The **Grand-Cloître*, to which we descend, preserves an upper part of 1145–1235, while the portion enclosing the cemetery dates from 1326. From the passages of the *Petit-Cloître* open 36 cells of the monks or 'Pères.'

The little hatch beside each door was for the supply of provisions to the monks. At the entrance of each cell is a passage for exercise, opening on to a tiny private garden. On the first floor are the kitchen, the study, and the bedroom. The monks remained in their cells except on Sundays and feast days, when they dined together in silence, listening to a reading in Latin. Some outdoor exercise was permitted on special days of recreation ('spaciement').—The 'Pères,' usually men of superior education, who made a certain donation on entering the monastery, were 40 in number, and were dressed in white cloth. The 'Frères,' likewise 40 in number, were clad in brown; and for them the rule was somewhat less strict.

At the lower end of the oldest part of the Grand-Cloître is the *Chapelle des Morts* (1386), built over the vault to which the bones of the early Carthusians were transferred in 1132, and remarkable for a marble bust representing Death as a skeleton draping himself in a cloak (presented 1839). In the *Cemetery* the graves of monks are marked by wooden crosses, and those of generals of the Carthusian order by stone crosses; the oldest monument dates from 1387. The *Chapelle St-Louis* was built by Louis XVIII at a cost of 120,000 francs. At the end of the cloisters are the former apartments of the Père Général, whose 'procureur' received visitors to the monastery and was absolved from the obligation of silence. The *Kitchen* (1772) and the monks' refectories are likewise of interest.—We return to the front of the building, in which are the *Salle d'Allemagne*, dedicated to the use of visiting dignitaries of the Church, and the *Salle d'Italie*, reserved for military officers and State officials; both have good chimney-pieces.

The road leading up to (½ hr. S.W.) the *Chartreusette* (farms) should be ascended for the general view it offers of the monastery and its surroundings.—It is a walk of ½ hr. up the main valley to the chapel of *Notre-Dame-de-Casalibus* (from casalis, late-Latin for casa, a hut), rebuilt c. 1452 on the site of the original wooden chapel of the first convent (1085), and restored in 1656 and 1821. A short distance to the N. stands the chapel of *St. Bruno* (3850 ft.), which was

spared by the avalanche of 1132, thanks to its situation on a rock; the present building dates from 1640. Near by is St. Bruno's spring. The keys of the chapels are kept at the monastery.

The *Grand-Som* (6670 ft.) may be ascended from La Grande-Chartreuse (bridle and footpath; 3¾ hrs.), but the route from St-Pierre-de-Chartreuse is a little shorter (see p. 57).—The *Aliénard* (c. 5240 ft.), rising to the N.W., with a cross on its summit, offers a more varied and less tiring climb (1¾ hr.; steep in places).

From La Grande-Chartreuse to *Grenoble* viâ St-Pierre-de-Chartreuse and Le Sappey, see p. 57; viâ the Col de la Placette, see below; to *Chambéry* viâ the Col du Frêne-Granier and Col du Cucheron, see p. 58; viâ Les Echelles, see p. 15; to *Voreppe* viâ the Pas de la Biche, see below.

B. From Grenoble to La Grande-Chartreuse viâ the Col de la Placette

24½ m. (40 km.). P.L.M. Autocars two or three times daily in summer, in 2 hrs. This is the outward route of the cars making the 'Circuit de la Chartreuse' (25 fr.), which return to Grenoble viâ St-Pierre-de-Chartreuse and Le Sappey (p. 58).—There is a tramway as far as Voreppe.

The autocars start from the Place Grenette, leave Grenoble viâ the Porte de France (Pl. B 2), and descend the valley of the Isère, with the escarpments of the Néron and the Grande-Chartreuse mountains on the right.—3½ m. *La Monta* (Hôt. des Terrasses), on the right, at the foot of a gorge of the Vence, is a starting-point for the ascent of the Néron by the French Alpine Club path (p. 49).—3¾ m. *St-Robert* (p. 37). We skirt the base of the Rocher de Cornillon, with some curiously shaped crags.—5½ m. *Le Fontanil* lies at the entrance to the gorge of *Mont-St-Martin*, which may be ascended by a winding path to the village at its head (2300 ft.; good view).

8¾ m. (14 km.) **Voreppe** (820 ft.; *Hôt. du Petit-Paris; du Petit-Grenoble;* guides), a picturesque little town of 2600 inhab., is situated some distance above the valley of the Isère (railway station, see p. 37) and at the foot of a semicircle of crags down which the Roise falls in a single cascade. The apse of the church is decorated with good frescoes by Debelle, and there are a few quaint old houses. The town is the best centre for excursions in the W. part of the Grande-Chartreuse range.

A bridle-path leads up in 2½ hrs. to the old convent of *Chalais* (3100 ft.), founded by St. Hugh of Grenoble in 1108, and afterwards a Benedictine priory and abbey, which the monks quitted in the 13th cent. for the milder climate of Boscodon (p. 77). The Carthusians then acquired it as a retreat, and the present house was built by them in 1640; it is now private property (visitors admitted to the church). From Chalais it is an easy walk of 1 hr. to the top of the *Grande-Aiguille* (3610 ft.; *View).

The **Grande-Sure** (6303 ft.), the crowning point of the rocky range bounding the Chartreuse massif on the W., is ascended in 5¾ hrs. from Voreppe viâ the Pas de la Miséricorde (see below; bridle-path as far as the saddle), or, more directly, in 5½ hrs. viâ the Col de la Placette (see below).—For walkers to *La Grande-Chartreuse* (p. 54) there is a good route (8½ hrs.) viâ (1½ hr.) the Col de la Placette, (3½ hrs.) the *Pas de la Miséricorde* (c. 4260 ft.), thence round the flanks of the Grande-Sure to (5¼ hrs.) the *Col de la Petite-Vache* (5394 ft.) and (5½ hrs.) the *Pas de la Biche* (c. 5570 ft.); the valley of the Guiers is reached near (7¾ hrs.) *Pont-St-Bruno* (p. 53).

We leave the road to Voiron on the left, and begin the ascent (views). The scenery becomes finer as we mount, with the Grande-Sure towering on the right.—13 m. (21 km.) *Col de la Placette* (1955 ft.; Inns).—We descend the valley of the Hérétang. At (15½ m.) *Pont-de-Demay* we join the road and light railway from Voiron.—Thence to (19¼ m.) *St-Laurent-du-Pont* and (24¾ m., 40 km.) **La Grande-Chartreuse**, see pp. 52, 53.

C. From La Grande-Chartreuse to Grenoble viâ Le Sappey

19¾ m. (32 km.) P.L.M. Autocars two or three times daily n summer; a considerable halt is made at St-Pierre-de-Chartreuse. This is the homeward route of the cars making the 'Circuit de la Chartreuse' (25 fr.), and is a direct continuation of Rte. 9b.

The autocars descend the road from the monastery to the main valley of the Guiers-Mort. A short-cut for walkers, diverging on the left, leads past the buildings of the *Courrerie*, at one time a residence of the Père Procureur of the monastery, and now a dairy school (visitors admitted).—By the main road we turn to the left above La Croix-Verte (p. 54), and leave on the right a bridge leading to the Sentier des Sangles (see below).—We reach (2 m.) a defile formed by two perpendicular rocks, nearly 300 ft. high. On the right of a bridge by which we cross the Guiers-Mort is an old bridge built by the monks; this original entry to the 'wilderness' was called the *Porte de l'Enclos*, or sometimes the Porte du Grand-Logis, from a group of buildings of which one pavilion (rebuilt 1680) and a chapel remain.

3 m. (5 km.) **St-Pierre-de-Chartreuse** (2885 ft.; **Hôt. du Grand-Som*, open summer and winter, R. 20, D. 20, pens. 55 fr.; *du Désert*, May–Oct., R. 10, D. 15, pens. 40 fr.; **Victoria*, in summer, R. 80, D. 9, pens. 20 fr.; *du Dauphiné*, new; *du Nord*, R. 6, D. 8, pens. 20 fr.), a favourite tourist resort, consists of a group of hamlets near the meeting of the Guiers with several mountain streams. The largest hotels are at *La Diat*, where there is also an Alpine garden. The village of St-Pierre is superbly situated higher up, above the road leading to the Col du Cucheron, and in view of the Chamechaude and Dent de Crolles. St-Pierre is a better centre for excursions than La Grande-Chartreuse itself, and it affords facilities for winter sports.

One of the best of the longer excursions is that to (1 hr. W.) the *Sentier des Sangles*, a precipice walk by way of which we may gain (2¼ hrs.) the *Chartreuse de Curière* (p. 53). 'Sangle,' in the local dialect, signifies a cornice on a precipitous slope.—The **Grand-Som** (6670 ft.), though slightly inferior in height to the Dent de Crolles and the Chamechaude, is perhaps the most frequented summit in the Chartreuse. Ascent from La Grande-Chartreuse, see p. 56. There are two routes from St-Pierre-de-Chartreuse: in 3¼ hrs. by the *Sentier Racapé*, which is safe but very steep towards the summit, and in 4¼ hrs. viâ the *Pas du Fréney*, by a good bridle-path most of the way. A guide is scarcely needed, but the tracks are poorly marked. Some snow lingers all the year

round in a depression near the summit; rare flowers are found on the grassy slopes. There is a striking view (indicator), including the grey-roofed monastery 3500 ft. below.—The **Dent de Crolles** (6776 ft.), the highest point of the E. barrier of the Chartreuse mountains, is climbed from St-Pierre in 4½ hrs. either viâ the Col des Ayes (see below) or viâ the *Trou de Glaz* (5566 ft.), a depression with a bed of ice and curious stalactites. There are fine precipices on the S.E. face, overlooking the valley of the Grésivaudan.

We turn sharply to the right opposite the Hôtel du Désert, and ascend a valley at the head of which rises the Chamechaude, while on the right is the rounded *Charmant-Som* (6139 ft.; 3 hrs.).—Near the top (8¼ m.) a short turning on the right leads to a *Chalet-Hôtel*, situated on the actual col (4436 ft.).—Farther on we reach (8½ m.) the *Col de Porte* (4442 ft.), in a dip between the Chamechaude, on the left (ascent, see below), and the Pinea on the right.

12½ m. (20 km.) **Le Sappey** (c. 3250 ft.; *Hôt. des Touristes*, R. 7, D. 10, pens. 24 fr.; *du St-Eynard*, R. 10, D. 8, pens. 18 fr.), surrounded by pine-forests ('sapins'), is a village frequented both in summer and winter, especially by the Grenoblois. To the S.E. rises the long ridge of the *St-Eynard*.

The **Chamechaude** (6847 ft.), the highest point of the Grande-Chartreuse massif, is the chief excursion. The ordinary route (3½ hrs.) from Le Sappey viâ the Col de Porte is quite easy, but there is much scree, and a guide may be found useful. The steep ascent by the S.E. face (3½ hrs. from Le Sappey) is for practised climbers only. A curious feature of the mountain is the *Jardin de Chamechaude*, a depression on the N. side, traversed by a deep crevasse and overhung by precipices.

Beyond Le Sappey we descend beside the charming stream of the Vence.—Afterwards there is a brief ascent to (15 m.) the *Col de Vence* (2460 ft.), between the fortified St-Eynard and a spur of Mont Rachais. We pass two restaurants on a plateau covered with meadows. Beautiful views open out in the course of the winding descent to Grenoble.—19¾ m. (32 km.) **Grenoble**, see p. 44.

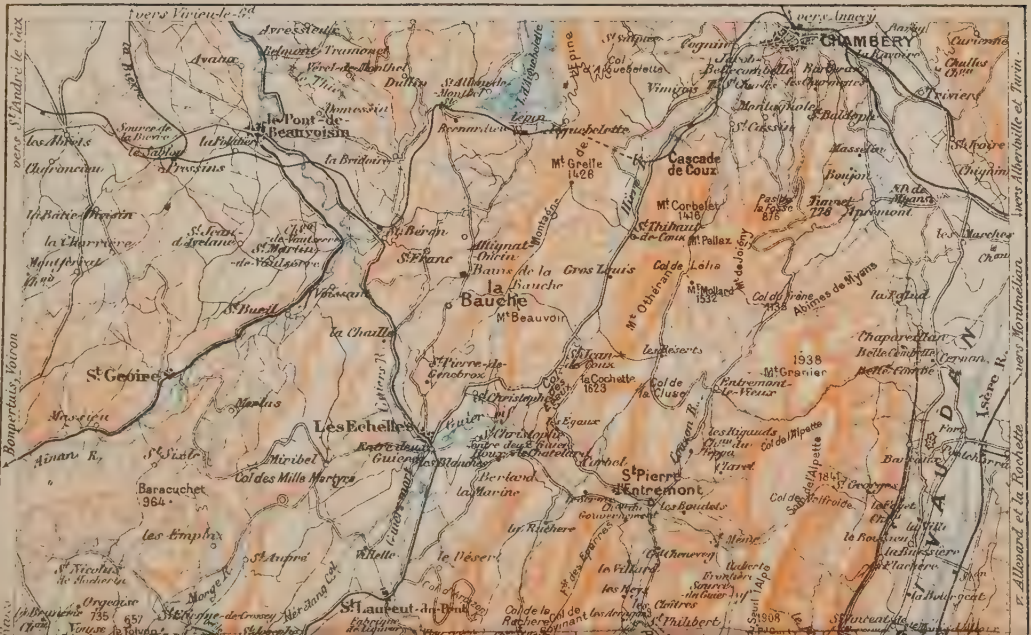
D. From La Grande-Chartreuse to Chambéry viâ the Route des Deux-Cols

26⅔ m. (43 km.). P.L.M. Autocars daily in summer, in 2¼ hrs. (27 fr.). This is a section of the 'Route des Alpes' from Grenoble to Aix and Annecy; the cars in the reverse direction, from Chambéry to the Grande-Chartreuse, run viâ Les Echelles (see p. 15). Seats should be reserved in advance.

From La Grande-Chartreuse to (3 m.) *St-Pierre-de-Chartreuse*, see p. 57. We leave the road to Grenoble on the right, and ascend through the village of St-Pierre.—The crest is reached at (5½ m.) the *Col du Cucheron* (3737 ft.), opening between the Grand-Som on the W. and the Forêt de Malissard on the E.—7 m. *St-Philibert*. On the right opens a gorge overlooked by the Lances de Malissard, and in front is a superb view of the valley.

11¼ m. (18 km.) **St-Pierre-d'Entremont** (3000 ft.; *Hôt. Varvat; Vaganay*; guides), where the road from Les Echelles comes in on the left (see p. 59), lies on both banks

MASSIF DE LA GRANDE CHARTREUSE.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Le Pont-de-Beauvoisin
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la Bridoire
Cascade de Coux
Mt Granier 1938
Mt Corbelet 1416
Mt Pellaz
St Jean-de-Couz
St Thibaud-de-Couz
St Pierre-d'Entremont
St Laurent-du-Pont
St Georges
Les Echelles
Baraccuchet 964
Col des Mille Martyrs
Col de la Cochette 1623
Col de la Cluse
Col de Christ
Col de la Ruchère
Col de la Placette
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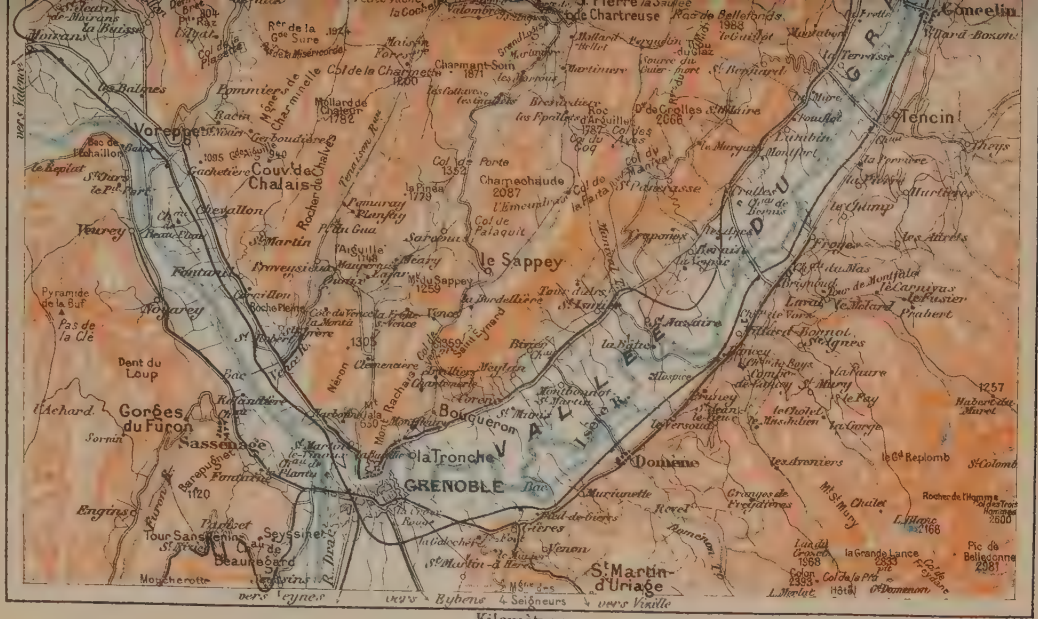


1-30 Imp. Dufrénoy, Paris.

of the Guiers-Vif, which here separates the departments of Savoie and the Isère. It is a charming centre for excursions in the N. part of the Chartreuse massif.

The **Granier** (6359 ft.; view), a large limestone plateau buttressed by cliffs and broken by fissures, some of which are dangerous at the N. end, is ascended in 6 hrs. from St-Pierre-d'Entremont viâ the Col de l'Alpette, a path with hand-rails, and a short escalade of rocks (not difficult). The Grand-Som (p. 57) may be climbed in 5 hrs.—A pleasant walk ascends the valley of the Guiers to a cascade and (c. 2 hrs.) the *Grotte du Guiers*, with the source ('anche' or reed-pipe) of the stream.

A picturesque road (diligence twice daily), passing below the old castle of St-Pierre, built by the Carthusians in the 15th cent. to replace a feudal stronghold, leads N.W. to (7½ m.) *Les Echelles* (p. 15).

Beyond St-Pierre-d'Entremont the road ascends the valley of the Cozon.—14 m. *Entremont-le-Vieux* (2755 ft.; Inn).—We ascend by bleak hillsides to (17½ m.) the *Col du Frêne-Granier* (3819 ft.), at the foot of the Granier (view), then descend to (19¼ m.) the *Hôtel Bellevue*, and pass through the *Tunnel du Pas-de-la-Fosse*.—26¾ m. (43 km.) **Chambéry,** see p. 13.

10. FROM GRENOBLE TO URIAGE, LE BOURG D'OISANS, AND LA BÉRARDE

53 m. (85 km.). P.L.M. Autocars daily (July 1st–Sept. 10th) in 3½ hrs. (40 fr., ret. 60 fr.). This route, leading into the heart of the Dauphiny Alps, offers a magnificent variety of mountain scenery and brings climbers to the foot of the snow-clad Meije and Ecrins.—Light Electric Railway, viâ *Uriage* (7½ m.; 1 fr. 95, 1 fr. 45 c.) and *Vizille* (14¼ m.; 2 fr. 75, 1 fr. 85 c.), to (34½ m.; 55 km.) *Le Bourg d'Oisans* (3¾ hrs.; 9 fr. 5, 6 fr. 50 c.), starting at the P.L.M. station or the Square des Postes and following the road. Seats in the autocar for the remainder of the journey should be booked in advance.—A visit to *Uriage* is the most popular excursion from Grenoble, and there is a regular service of omnibuses and autocars in summer.

Grenoble, see Rte. 8. We quit the town viâ the Route de Gières (Pl. E. 3) and cross the plain of the Grésivaudan.—Just beyond (4¼ m.) *Gières* we turn S. to ascend the winding road up the valley of the Sonnant to (7 m.) *Sonnant* (Hôt. Beau-Site; des Voyageurs), practically a suburb of Uriage.

8 m. **Uriage** (1457 ft.), a favourite little spa and summer resort, lies in a green basin that appears to have been once the bed of a lake. Its iron and sulphur springs are used chiefly for skin troubles. The situation is sheltered and the climate mild. Uriage is a good starting-point for mountain excursions in the Belledonne group.

Hotels (in the season). Grand-Hôtel, R. 15 fr.; du Cercle, R. 10 fr.; des Bains; all close to the Etablissement and under the same management.—Rest. Monnet; Hôt. du Globe, R. 10, D. 14, pens. 28 fr.; Basset, R. 18, D. 14, pens. 30 fr.; du Louvre, R. 15, D. 14, pens. 30 fr.; de l'Europe, D. 16 fr., pens. 50 fr.; du Parc, R. 15, D. 12, pens. 30 fr.; du Midi et des Négociants; des Alpes, R. 10, D. 12, pens. 30 fr.; du Rocher, R. 10, D. 10, pens. 26 fr.; des Thermes; Beau-Site; de Marseille, R. 6 fr.; Ancien Hôtel.

Syndicat d'Initiative, Av. de Vizille.—Season, May 25th–Oct. 5th.

Amusements. *Casino* (June–Sept.), with a theatre, concert-room, salles de jeu, etc.—*Tennis Courts* at some of the hotels and in the park.—*Golf Links* at *Les Alberges* (Golf-Hôtel, R. 25, D. 20, pens. 60 fr.), 1 m. S.W.

From the station it is only a few steps to the *Casino* and the *Etablissement*, beyond which stretches the *Parc*, flanked by the Grande-Allée and the hotels. This is the fashionable quarter of Uriage; more modest lodgings can be found below the village, in the valley of the Sonnant. The *Castle*, rising on a height 300 ft. above the baths, was built by the Alleman family, one of the oldest in Dauphiny, and belongs to the Comte de St-Ferriol (adm. on Fri., 2–5; or daily in the absence of the family).

It contains old tapestries and furniture, pottery, sculptures, and some good paintings. The flanking-turrets in the shape of pepper-boxes date from the 13th cent., and the entrance gateway from the 16th, but the building has been a good deal modernized.

Le Marais (3707 ft.), 2¼ hrs. E. is a lake partly dried up and covered with aquatic vegetation (interesting to botanists; wealth of flora in June).—The *Chartreuse de Prémol* (3598 ft.), 2½ hrs. S. by a rough track, was founded in 1232 by Beatrix de Montferrat and destroyed at the Revolution; the ruins are scanty and overgrown, but their situation amid Alpine meadows is charming.—The *Col de Prémol* (4052 ft.), farther to the S., offers a direct route from Uriage to (4 hrs.) *Séchilienne* (p. 61).

From Uriage to La Pra and Allemond, footpath in 15 hrs., crossing the Belledonne Massif. The night may be spent at (6¼ hrs.) La Pra; a guide thence to *Allemond* (8¾ hrs.) is useful, as some snow and ice is encountered on the way. Leaving the castle of Uriage and St-Martin-d'Uriage on our left, we ascend viâ (1½ hr.) the hamlet of *La Grivolée*, strike E. through the Forêt de la Grande Réserve, and, after crossing (2¾ hrs.) the torrent of La Balme procced, still among woods, to (4 hrs.) the *Chalet-Hôtel de l'Oursière* (4856 ft. 12 beds), at the foot of the **Cascade de l'Oursière* (300 ft.). We turn N.E and follow a well-marked track through rocky scenery of increasing grandeur to (5¼ hrs.) the *Col de l'Oursière*.—6¼ hrs. **La Pra** (6923 ft.; *Chalet-Hôtel* of the C.A.F.; beds and dormitory), in a sheltered but very wild situation at the foot of cliffs, is a favourite base for mountaineers. We cross the valley near the foot of (8 hrs.) the *Lac du Petit-Doménon*, and, avoiding the track to the Col de Freydane (p. 42) on the left, proceed up the névé of the *Grande-Pente*.—The final ascent leads over more névé to (9½ hrs.) the **Col de Belledonne** (9090 ft.; guide, see above), between the peaks of the Belledonne, on the left, and the Grande-Lance d'Allemond, on the right. From the head of the pass a steep scramble of ½ hr., over scree and boulders, brings us to the summit of the **Pic de la Croix-de-Belledonne* (9558 ft.), the lowest of the three peaks of the Belledonne and the farthest to the S.W. The view ranges from the Matterhorn to the Rhône valley near Lyon. We descend to the *Lac de Belledonne*, the E. and S. sides of which we skirt (the W. bank is to be avoided).—Near the N.W. end of the lake is (11 hrs.) the *Refuge de Belledonne* (7103 ft.), the most convenient base for the ascent (3 hrs.) of the *Grand-Pic de Belledonne* (9871 ft.).—After (13¾ hrs.) the hamlet of Mollard we reach (14 hrs.) the *Route du Glandon*, along which we turn to the right.—15 hrs. **Allemond**, see p. 70.

Beyond Uriage the road (and railway) goes on viâ Les Alberges (p. 59) and (10 m.) *Vaulnaveys-le-Haut* (Hôt. Brun; Thibault). We then descend to the valley of the Romanche.—14¼ m. (23 km.) **Vizille** (922 ft.; 4172 inhab.; *Hôt. Miard*), a military post (*Vigilia*) in Roman times, now carries on a cotton-spinning and calico-printing trade chiefly founded by the Périer family, one of whom, Casimir Périer, was the minister of Louis-Philippe. The *Château* (adm. on Sun. and Thurs., 2–7.30, in the absence of the family) was rebuilt (early 17th cent.) by Lesdiguières, a *Statue of whom by Jacob Richier ornaments the principal

entrance. When 'the old fox of Dauphiny' entertained Louis XIII here in 1623 room was found for the entire court as well as for a strong garrison.

On July 21st, 1788, the three Estates of Dauphiny, assembling of their own accord in order to express the popular discontent, met in the Salle du Jeu-de-Paume (or tennis court) of the château, and here prepared a bold remonstrance which served as prelude to the Revolution.

On the hill-slopes to the N., above the valley of Vaulnaveys, is a *Cemetery Chapel*, a relic of an 11th cent. priory, with a striking Byzantine portal (Christ and the Apostles; Judas, like the others, wears a halo).

A short branch of the light railway, passing through a picturesque defile of the Romanche, connects Vizille with (1½ m. W.) *Jarrie-Vizille* (p. 72), on the line from Grenoble to Marseilles.

From Vizille to *La Mure*, see p. 64.

Beyond (16¼ m.) *Le Péage-de-Vizille* we enter a narrow and finely-wooded glen, and the mountains begin to tower overhead.—19¼ m. **Séchilienne** (1168 ft.; *Hôt. de la Gare; du Petit-Versailles*) is an industrial hamlet.

To the S.E. rises the **Taillefer* (9387 ft.; 5 hrs.), fairly easy of ascent and commanding a very fine view.

From Séchilienne to *Uriage* viâ the Col de Prémol, see p. 60.

We now enter the narrow *Gorge de Livet*.—21¾ m. *Gavet* lies at the issue of a gorge running down from the Taillefer (see above).

The valley is strewn with huge boulders; in front rises the sharp peak of the Fare.—24¼ m. *Rioupéroux* (1810 ft.), a hamlet almost hidden in the bottom of the gorge, stands at the mouth of a side-ravine.—The gorge becomes still narrower before we reach (25½ m.) *Livet* (2109 ft.; Hôt. Cuynat), an industrial village (2343 inhab.) at the foot of the Grand-Galbert.

A landslide from the N. in 1191 filled up the gorge and formed a huge dam, so that the Romanche rose and flooded its valley to a height of 30 or 35 ft., submerging whole villages. In 1219 the barrier burst under the weight of water, and a wave swept downward, destroying Séchilienne and inundating the plain of Grenoble.

28¾ m. **Rochetaillée** (2332 ft.; *Hôt. du Glandon*), close to the meeting of the Eau-d'Olle with the Romanche, is important as the starting-point of the road leading up to the Col du Glandon and Col de la Croix-de-Fer (see p. 69). To Uriage viâ Allemond and La Pra, see p. 60.

At (32 m.) *La Paute-Ornon* the road from the Col d'Ornon (p. 65) comes in on the right. We are now traversing the green flats that were once the bed of the lake formed by the Romanche (see above).

34¼ m. (55 km.) **Le Bourg-d'Oisans** (2362 ft.; *Grand-Hôtel de l'Oisans; de l'Oberland-Français*, R. 8, D. 12, pens. 25 fr.; *de Milan*, R. 7, D. 12, pens. 18 fr.; *Ramel*, R. 8, D. 8, pens. 25 fr.; in summer only), named from the Uceni, the ancient inhabitants of this valley, is a little town (1136 inhab.), nearly ½ m. from the banks of the Romanche, on the verge of a fertile valley. Situated near the foot of four important cols, it is a frequented tourist centre as

well as a base for the exploration of the Dauphiny Alps (guides and mules available). The *Oisans* is the name given to the basin of the Romanche from the Col du Lautaret down to Séchilienne; it seems at one time to have been colonized by the Saracens, who have left traces in the family and place names of the district.

From Le Bourg-d'Oisans to Huez and the Lac Blanc, 6 hrs. by road and footpath. This is the best means of access to the Grandes-Rousses, which rise N.E. of Le Bourg.—We follow the road past the *Cascade de la Sarennes* to (1 hr.) *La Garde* (3220 ft.), and then mount steeply to (2½ hrs.) the mountain hamlet of **Huez** (4908 ft.; *Hôt. des Grandes-Rousses*; guides).

The way to the Lac Blanc lies over the high pastures to the N.E., and past (3 hrs.) the *Chalets de l'Alpe*.—We gain (3½ hrs.) the *Plateau de Brandes*, interesting for its silver, copper, and galena mines, worked by the Romans and possibly by the Saracens, but especially productive under the Dauphins in the 13th century. The *Tour du Prince-Ladre* was a stronghold of the controller of the mines in the middle ages; near by is a chapel on the site of a Roman temple.—We ascend to the N. by grassy slopes beside the Bruyant, and then by rocky terraces.—The stream issues from (6 hrs.) the **Lac Blanc** (c. 7360 ft.), which is whitened by baryta (no fish) and serves as a reservoir for the canal of Villard-Reculas. The shores command a fine array of forest, peaks, and glaciers; to the N.E. is seen a paved Roman track.

From Le Bourg d'Oisans to *Briançon* viâ the Col du Lautaret, see p. 67; to *La Chambre* viâ the Col du Glandon, see p. 69; to *La Mure* viâ the Col d'Ornon, see p. 65; to *St-Jean-de-Maurienne* viâ the Col de la Croix-de-Fer, see p. 70; to *St-Michel-de-Maurienne* viâ the Col du Galibier, see pp. 67, 71; to *St-Jean-d'Arves* viâ the Col des Prés-Nouveaux, see p. 70.

From Le Bourg-d'Oisans we follow the road to the Col du Lautaret as far as (37¼ m.) the *Pont-St-Guillerme* (p. 67), and then diverge to the S. along the **Vallée du Vénéon*, which, smiling and pastoral in its lower reaches, gradually assumes a character of Alpine grandeur as we ascend. Beyond (42¾ m.) *Le Bourg-d'Arud* (3045 ft.) the valley is shut in by high mountains, and there is no communication with the neighbouring valleys except by difficult glacier passes. We cross the Vénéon and ascend steeply on its left bank, traversing the **Clapier de St-Christophe*, a wilderness of huge boulders that have fallen from the *Cime du Soreiller* (7651 ft.), on the right. The view changes entirely as the slopes are mastered, and some of the high peaks to the N.E. and S. come into sight. The Torrent du Diable is crossed by a bold bridge a few yards above the old *Pont du Diable* (4646 ft.).

47¼ m. (76 km.) **St-Christophe-en-Oisans** (4823 ft.; *Hôt. des Ecrins; Pierre-Turc*; guides), between two spurs of the Aiguille du Plat-de-la-Selle, is a good mountaineering centre. The route to La Grave (p. 68) viâ the *Col de la Sauze* (11–12 hrs.) is one of the finest glacier excursions in the French Alps (see *The Blue Guide to the French Alps*).

The new road to La Bérarde continues to ascend the valley of the Vénéon; on the right is the copious *Cascade de la Lavey*. The poor hamlet of (50½ m.) *Les Etages* (5213 ft.; Chalet-Hôtel, June–Oct.) offers one of the finest views in Dauphiny.

53 m. (85 km.) **La Bérarde** (5624 ft.; *Hôt. Rodier ; Taivraz*, R. 10, D. 12, pens. 25 fr., May–Oct.), another hamlet, is grandly situated at the meeting of the Etançons and the Vénéon and at the foot of the Ecrins, the highest mountain in the Alps to the S. of Mont Blanc. On every hand rise glaciers and snow-peaks, towering above deep Alpine valleys with their crags and torrents. In this region a *Parc National* of more than 10,000 acres has been acquired by the French Government, to form a reservation in which nature will be left undisturbed.

Two days may be devoted to this region by the ordinary tourist, who should visit the *Refuge de Chatelleret* (7303 ft.; 2 hrs.) or the *Refuge du Carrelet* (6792 ft.; 1½ hr.) and the *Tête de la Maye* (8258 ft.; 2½ hrs., guide useful), an admirable point of view in the midst of a circle of glaciers and crags.—Mountaineers may make La Bérarde their base for several weeks. The chief ascents are those of the ***Meije**, with three main peaks (*Grand-Pic* 13,065 ft.; *Pic Central* 13,049 ft.; *Meije Orientale* 12,832 ft.), and the ***Ecrins** (13,452 ft.), second only to Mont Blanc among the mountains of France, the chief summits of the most important mountain massif in Dauphiny, which rises to the S.W. of the Col du Lautaret. For these and other ascents and for the passes from La Bérarde, see the *Blue Guide to the French Alps.*

11. FROM GRENOBLE TO LA MURE, CORPS, AND GAP

69½ m. (112 km.) by light railway and road, or 70¾ m. (114 km.) by road all the way. In summer (June 15th–Sept. 30th) an autobus plies daily from Grenoble to *La Mure* (6 fr.), *Corps* (15 fr.), and *Gap* (35 fr.) in 6¾ hrs. All the year round *La Mure* may be reached from Grenoble also by railway viâ St-Georges-de-Commiers or by autocar or autobus viâ Laffrey; and *Corps* and *Gap* thence by autobus (see below).—In summer an autocar, quitting Grenoble at 7 a.m., makes the excursion to La Mure, Corps, and *La Salette* (p. 66) and back in 11½ hrs. (return fare 60 fr.).—The direct road from Grenoble to Gap passes through an interesting country; for motorists the route to La Mure viâ Vizille and Laffrey is preferable to that viâ St-Georges-de-Commiers.—For the railway from Grenoble to *Gap* viâ Veynes, see Rte. 12c.

A. From Grenoble to La Mure viâ St-Georges-de-Commiers

31 m. (50 km.) in 2½–3 hrs. P.L.M. Railway to *St-Georges-de-Commiers*, 12 m. in ¾ hr. (6 fr. 15, 4 fr., 2 fr. 55 c.); thence Light Electric Railway to *La Mure*, 19 m. in 1¾ hrs. (8 fr. 55, 5 fr. 75, 3 fr. 75 c.). Circular tickets from Grenoble, valid in one direction by autocar (28 fr. 95, 24 fr., 20 fr. 55 c.).—The course of the light railway, a series of engineering feats amid varied and romantic scenery, has been described by Huysmans in 'La Cathédrale.' A continuation of the line beyond La Mure is under construction.

From Grenoble to (12 m.) *St-Georges-de-Commiers*, see p. 72. Carriages are changed here for the Light Railway which mounts steadily and curves round to the S., traversing a tunnel.—A double loop is described and another tunnel threaded before we reach (16¾ m.) *Notre-Dame-de-Commiers* (1570 ft.), which has a priory church (1545) and the mediæval Tour des Amants (or des Alleman). The landscape becomes wilder.—22¼ m. (36 km.) **La Motte-les-Bains** (2318 ft.; *Grand-Hôtel du Château*, 150 R., in summer; *du Bois*) is a quiet

little spa with its *Etablissement Thermal* (140° Fahr.) partly installed in the *Castle* (14th cent., restored in 1830).

The *Mont Seneppi* or *Sineipi* (5814 ft.), to the S., is an easy walk of 3¾ hrs.; it offers a remarkable *View, and is often visited by botanists (in June).

The line is carried over several bold and striking *Viaducts to (26 m.) *La Motte-d'Aveillans* (2850 ft.; 1591 inhab.), the centre of the anthracite mining industry in the La Mure basin.

A branch line runs N. to (1½ m.) *Notre-Dame-de-Vaulx* (2920 ft.), another mining village, some distance above the station, on a road leading to (4 m. farther) *Laffrey* (see below).

The line tunnels for ⅔ m. below the *Col de la Festinière*, and at the farther end of the tunnel reaches its highest point (3034 ft.).—28½ m. *Peychagnard*. We follow the course of the Jonche, which waters the valley of the Mateysine.—31 m. (50 km.) **La Mure** (p. 65).

B. From Grenoble to La Mure viâ Laffrey

32¼ m. (52 km.). P.L.M. Autocars daily in the season (July 15th–Sept. 30th) in 2½ hrs. (14 fr.). Circular tickets, see p. 63. Autobus all the year round (6 fr.).

Grenoble, see Rte. 8. Thence viâ Uriage to (14½ m.) *Vizille*, see pp. 59, 60. We cross the Romanche by a substantial bridge (1753), and mount by the N.E. flank of *Mont Connexe* (4475 ft.).—On our left appear (18 m.) the church of *St-Firmin*, a handsome Romanesque structure that belonged at one time to the Templars, the Romanesque pilgrimage-chapel of *St-Sauveur*, and the villages of *Notre-Dame-de-Mésage* and *St-Pierre-de-Mésage*, near the Romanche, which makes a bend to the S.—20 m. *Les Traverses* overlooks the outlet of the Lac de Laffrey, with its cascades.

24¼ m. (39 km.) **Laffrey** (2960 ft.; *Hôt. Humblot*, R. 8, D. 9, pens. 18 fr.; *des Lacs*, R. 10, D. 8, pens. 20 fr.; *des Touristes*, R. 6, D. 7, pens. 20 fr.), which gives its name to the Lacs de Laffrey, is situated on a wind-swept plateau commanding a splendid view of Vizille and its château, Grenoble, the Chartreuse and Bauges massifs, the Chamrousse, and the Belledonne range. The Romanesque *Church* was built by the Knights Templars.

The *Grand Lac de Laffrey* (good fishing), which lies to the S.E. near the road, is memorable as the scene of the dramatic meeting of Napoleon (March 7th, 1815) with a battalion despatched by the governor of Grenoble to intercept him on his return from Elba. Napoleon, throwing open his coat to show the star of the Legion of Honour on his breast, invited the troops to fire upon their general and emperor; but the soldiers, most of them Napoleon's own veterans, broke their ranks and crowded around him to renew their allegiance. Napoleon's flag used on this occasion is in the museum at Gap (p. 75), and a tablet on the wall of the cemetery at Laffrey commemorates his words.—To the N.E. of Laffrey is the *Lac Mort* or *Maure*.

The road goes on through the *Mateysine*, a bleak upland valley with several lakes, to (29 m.) *Pierre-Châtel* (Inn).

32¼ m. (52 km.) **La Mure** (2890 ft.; *Hôt. du Nord*, R. 8, D. 10 fr.; *Hôt. de la Gare, Fugin*, R. 8, D. 9 fr.; *des Alpes*, R. 6, D. 7 fr.) is a busy little town (3529 inhab.) on the Jonche, at the E. base of the Mont Seneppi (p. 64). In 1580, when the Protestant garrison of the little town was besieged by the Duc de Mayenne with 12,000 men, the townswomen, led by the local heroine, La Cotte-Rouge, played a notable part in the defence.

Mont Simon (3980 ft.), to the N., ascended in 1 hr., commands a wide view of the Drac, the Valbonnais, and the Valjouffrey.

From La Mure to *Mens* and *Clelles*, see p. 73.

The Valbonnais, Valjouffrey, and Valgaudemar (p. 66) are mountain valleys E. and S.E. of La Mure, and on the W. side of the Pelvoux massif. They offer some of the most delightful scenery in the Dauphiny Alps. They may be reached either from Grenoble viâ La Mure, or from Gap or Le Bourg-d'Oisans. Accommodation is still rather primitive, but mountaineers will find comfortable quarters in some of the inns, where also guides may be engaged.

From La Mure to Le Bourg-d'Oisans viâ the Col d'Ornon, 28½ m. (46 km.). Autobus to *Entraigues* (1¾ hrs.) and *Le Périer* (2¼ hrs.; 8 fr.).—We diverge to the left from the road to Gap at (2¾ m.) the *Pont-Haut* (p. 66), and follow the left bank of the Bonne (curious rock-pyramids). On the left is a viaduct of the railway from La Mure to Gap, now in construction.—The valley expands near (4½ m.) *Malbuisson*, and the Bonne is crossed (6¼ m.) just before a direct road to Entraigues by the left bank of the stream diverges on the right.—8 m. *Valbonnais* (2680 ft.; Inn) has a 17th cent. château. The village gives name to the Valbonnais, the fertile lower part of the valley of the Bonne.—11 m. **Entraigues** (2788 ft.; *Hôt. Chautard*), the name of which is one of the numerous variants of *Entre-deux-Eaux*, lies at the foot of the Montagne du Vet, a spur of the *Pic Vert* (8389 ft.). To *La Chapelle-en-Valjouffrey* and *Valsenestre*, see below.

We enter the narrow valley of the Malsane.—14 m. *Le Périer* (2920 ft.; Hôt. du Commerce, R. 6, D. 7 fr.; autobus for La Mure, see above), at the meeting of the Malsane with Tourol, is dominated on all sides by high mountains. To the W. rise the escarpments of the *Quaro* (8563 ft.). About 2 hrs. E. are the *Cascade and chalets of *Confolant-le-Bas*, whence a track goes on in the same direction to the *Col de la Romeïou* (c. 8370 ft.), viâ which *Valsenestre* (see below) may be gained from Le Périer in 8 hrs.—We reach the summit-level of the road at (19¾ m., 32 km.) the **Col d'Ornon** (4324 ft.), a grassy opening between the Cime des Mayes, a spur of the Taillefer (p. 61), on the left, and the Tête du Grand-Renaud and Tête des Filons, on the right. The vistas of the two valleys of the Malsane and the Lignarre offer charming views.

A path, more picturesque than the road and recommended to walkers, diverges here to the right, and leads to Le Bourg-d'Oisans viâ *Villard-St-Jean*.—We descend to (24¼ m.) *Palus* or *La Pallud* and, fairly steeply, to (27 m.) *La Paute-Ornon*.—Thence to (28½ m., 46 km.) **Le Bourg-d'Oisans**, see p. 61.

From La Mure to La Chapelle-en-Valjouffrey and Valsenestre, 18¾ m. (30 km.). At (11 m.) *Entraigues* (see above) we leave the road to the Col d'Ornon on the left, and enter the Valjouffrey, or upper valley of the Bonne, which, at first narrow and pastoral, becomes wilder and grander as we ascend.—The road to Valsenestre diverges on the left before (15¼ m.; 24½ km.) **La Chapelle-en-Valjouffrey** (3215 ft.; *Hôt. Helme*; *Fège*), an excursion centre and modest mountaineering base delightfully situated at the foot of the Pic de Valsenestre (9719 ft.). Thence the road ascends one of the most beautiful wooded glens in the French Alps to (18¾ m., 30 km.) **Valsenestre** (4270 ft.), a hamlet in wild surroundings at the meeting of the Béranger with the Ruisseau du Vallon.

C. From La Mure to Gap

38½ m. (62 km.). Autocar Service in summer (4 hrs.; 29 fr.; comp. p. 63) and Autobus twice daily to (c. 2 hrs.) *Corps*, with inconvenient connection through to *Gap* (3 hrs. from Corps). Light Railway in construction. In summer an Omnibus plies from Chauffayer to *Gap*.

From La Mure the road descends E. in zigzags and crosses the Bonne by (2¾ m.) the *Pont-Haut*, built above two earlier bridges, of which one, of the Roman period, remains. The landscape is remarkable, with richly coloured rocks on the one hand and dark slate beds on the other. We leave the road to Valbonnais and Valjouffrey (see p. 65) on the left, and mount to the S. by a succession of loops to gain the fertile *Plateau de Beaumont*, a prolongation of the Mateysine (see above). We approach the valley of the Drac, which flows nearly 1000 ft. below, then round the *Signal Chauvet* (5611 ft.). Beyond (11½ m.) *Quet-en-Beaumont* the road has many windings and crosses the gorge up which runs the road to La Salette (see below).—15½ m. (25 km.) **Corps** (3150 ft.; *Hôt. de la Poste*, R. 7, D. 8 fr.; *du Palais*, R. 10, D. 10, pens. 25 fr.), a little place where Napoleon halted on his return from Elba (comp. p. 64), is situated on a terrace above the Drac valley.

From Corps a road (diligence; autocar, see p. 63) leads E. by the deep wooded glen of the Salette to (5½ m.) **Notre-Dame-de-la-Salette** (5808 ft.), celebrated for an alleged apparition of the Virgin to two children in 1845 and much visited by pilgrims (especially on Sept. 19th, the anniversary of the miracle). The massive Romanesque *Basilica* (1852–61), making a remarkable impression amid these rustic solitudes, is adjoined by a *Convent* with a hostel (800 beds) where poor pilgrims are entertained free of charge for two days. In the sacristy of the church is a portion of the stone on which the Virgin was seated, and close by is a fountain which is said to have sprung from the Virgin's tears. The path followed by the apparition is marked by fourteen wooden crosses, and it is the habit of many pilgrims to ascend it on their knees, with arms crossed.

The road goes on past *Aspres-lès-Corps* (l.), and the peaks of the Montagne de Faraud and its neighbours become prominent on the right.—The main road crosses the Séveraisse by (19¾ m.) the *Pont de la Trinité* (2536 ft.), which commands a charming view of the torrent, flanked by wooded and mountainous slopes, with the ruins of the castle of La Roche in the background.

Travellers, however, are advised to quit the main road just before the bridge, and to follow (to the left) the La Chapelle-en-Valgaudemar road as far as the *Pont-St-Julien*, which they should cross to rejoin the main road just before Chauffayer (see p. 67). This detour of 3½ m. enables us to enjoy the *View of the entry to the Valgaudemar, with the Pic d'Olan rising on the left and the Cime du Vallon, in the distance, on the right.

A road runs E. from the Pont de la Trinité to (1¾ m.) **St-Firmin** (2920 ft.; *Hôt. Valentin*; omnibuses to Corps and Chauffayer, and diligence to Gap), a village in the Valgaudemar or *Valgodemar* ('Vallis Gaudemarii'), a beautiful valley watered by the Séveraisse. Chamois and blackcock were until lately plentiful in the upper part of the valley, and the trout-fishing in the streams is still good.—This road continues up the valley to (6½ m.) **La Chapelle-en-Valgaudemar** (3444 ft.; *Hôt. du Mont-Olan*; *Geydan*), two hamlets in a beautiful situation to the S. of the rugged Pic d'Olan. We may return to the valley of the Drac by a road which runs down the left bank of the Séveraisse to (12½ m.) *Chauffayer* (p. 67).

On the opposite bank of the Drac (r.) is seen the ruined castle of **Les Diguières**, in the chapel of which are tombs of the Lesdiguières family, including one for François de Bonne, Duc de Lesdiguières (1543–1626), the famous Constable of France, who, "although privileged to claim a tomb beside the tombs of princes," bequeathed his body "to his native mountains, and to the chapel of his humble manor of Les Diguières, on the banks of the Drac" (comp., however, pp. 49, 75).

22½ m. *Chauffayer* (2988 ft.) is a straggling village at the junction of roads for La Chapelle-en-Valgaudemar (p. 66) and for La Motte-en-Champsaur (p. 76). The road now ascends the *Champsaur* (p. 75), and has on the right, farther on, the cirque of Le Noyer (p. 74).—29½ m. *Les Baraques-en-Champsaur*, opposite St-Bonnet (p. 76). The summit-level is reached at (33½ m., 54 km.) the **Col Bayard** (4088 ft.; Inn and refuge), much exposed to storms, but noted for its wealth of Alpine flowers in early summer (May–July).—38½ m. (62 km.) **Gap**, see p. 74.

12. FROM GRENOBLE TO BRIANÇON

A. By Road viâ the Col du Lautaret

75 m. (121 km.). P.L.M. Autocars daily (June-Sept.) in 8½ hrs. (50 fr.), including a halt of 3 hrs. at Le Lautaret. Daily services also are run to *Le Lautaret* in 4½–4¾ hrs. (35 fr., 45 fr. return). The *Light Railway* may be taken, if desired, as far as Le Bourg-d'Oisans (see p. 59); seats in the autocar for the remainder of the journey should, however, be booked in advance. The road over the Col du Lautaret is open for traffic from May 15th to the end of October only. The surface on the whole is good, but the numerous road-tunnels, often poorly lighted, require special caution on the part of the motorist.—For the Railway from Grenoble to Briançon, see p. 71.

Grenoble, see Rte. 8. Thence to (34¼ m., 55 km.) *Le Bourg-d'Oisans*, see pp. 59–61. As we leave Le Bourg-d'Oisans by the Grande-Rue there is a good retrospect of the Signal de Prégentil, with its curious stratifications. We cross the Rive and the Romanche, and turn S. along the right bank of the latter, with the peak of the Pied-Montet rising boldly in front.—Beyond (37¼ m.) the *Pont-St-Guillerme* we mount by the slope known as the *Rampe des Commères*, breasting the gorge of the Gorge du Frêney. Beyond the first road-tunnel we overlook the Pont du Diable and gain the cultivated *Plateau de la Rivoire*. Beyond *Le Châtelard* (3238 ft.) the road descends into the wild **Gorge de l'Infernet*, where another tunnel (200 yds.) is threaded.

41 m. (66 km.) **Le Frêney-d'Oisans** (3041 ft.; *Hôt. de l'Europe*; guides), a village charmingly situated on both banks of the Romanche, is a modest centre for excursions, and its neighbourhood is interesting to geologists.

About 1 hr. E. is *Mont-de-Lans* (c. 4150 ft.; Inn), with an old Calvary chape offering superb views.

We enter another rocky defile. From the *Galerie du Chambon* we emerge in a green basin and cross the Romanche beyond (43½ m.) the dreary hamlet of *Le Dauphin* (3270 ft.) to enter the **Combe de Malaval* (' vallon maudit '), overhung on the N. by crags with several waterfalls. The lower edges of the glaciers to the S. are in view from time to time.—On the farther bank of the Romanche is (46¼ m.) the ruined *Hospice de l'Oche*, said to have been founded by Humbert II; traces of the old road, which was frequented by pilgrims, may be seen on the same bank of the river. The valley presently widens again, and vegetation reappears.

49¾ m. (80 km.) **La Grave** (4862 ft.; **Hôt. de la Meije*, 150 beds, R. 25, D. 12, pens. 30 fr.; *des Alpes*; guides; mules for hire), grandly situated on a projecting rock at the foot of the Meije (p. 63) and in full view of its great glaciers, is much frequented in summer as a tourist and mountaineering centre, and the excursions and ascents to be made thence are described in the *Blue Guide to the French Alps*. It may be termed the Zermatt or Chamonix of the Dauphiny Alps.

The *Cascade de la Meije* is only 20 min. S. of La Grave by a footpath starting from the Hôtel de la Meije and following the left bank of the Romanche as far as its meeting with the torrent of the Meije. We may go on viâ (¾ hr.) the *Chalets de la Meije*, in full view of the tremendous precipices of the mountain, to (2 hrs.) the **Glacier de la Meije**, the lower part of which may be safely explored without a guide.

From La Grave to *St-Jean-d'Arves* viâ the Col de l'Infernet, see p. 70; viâ the Col Lombard, see p. 70; to *La Béyarde* viâ the Brèche de la Meije, see p. 63; to *St-Christophe-en-Oisans* viâ the Col de la Lauze, see p. 62.

Soon after leaving La Grave we enter a road-tunnel (300 yds.), at the farther end of which the Maurian is crossed. —50 m. *Tunnel des Ardoisières* (700 yds.).—52¼ m. *Le Villard-d'Arène* (5417 ft.; Hôt. du Bec-de-l'Homme) lies in a sheltered but rather gloomy situation at the foot of the Pic de l'Homme, whose towering crags rob it of sunlight for nearly a third of the year.

A bridle-path from Le Villar-d'Arène to Le Lautaret, skirting the left bank of the Romanche, is a good alternative route for pedestrians (½ hr. shorter than the main road).

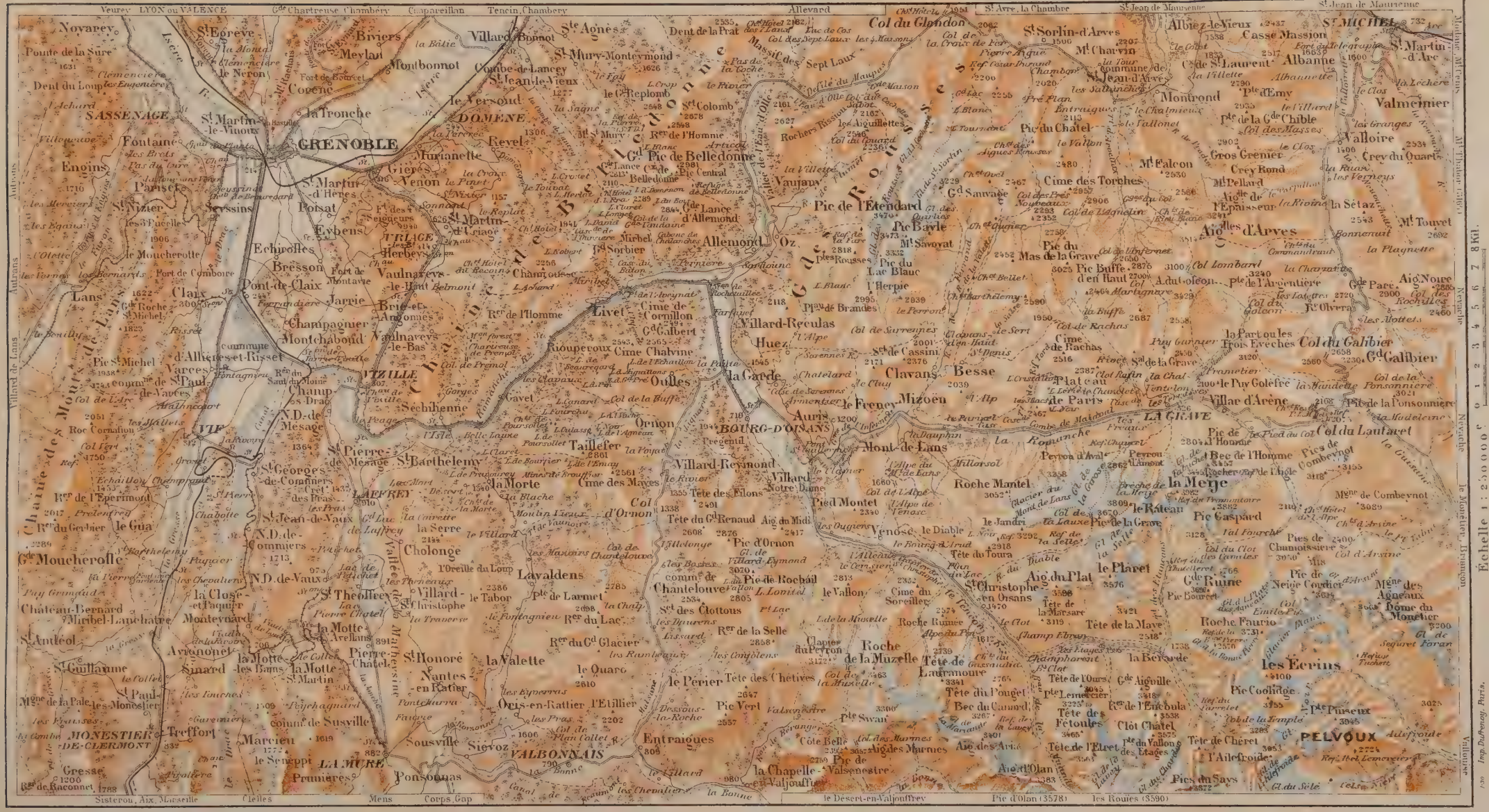
As we ascend through Alpine meadows (rare plants) the view becomes more extensive and at (56½ m., 91 km.) we reach **Le Lautaret** (6752 ft.; *P.L.M. Restaurant*, L. 15 fr.; *Hôt. des Glaciers*, R. 10, L. 12, D. 14, pens. 28 fr.), situated on the *Col du Lautaret*, a grassy watershed between the valleys of the Romanche and of the Guisane, seen at its best in mid-July.

The station of Le Lautaret perhaps grew up around a Roman temple (*altaretum*) on the road to the Oisans. A hospice is said to have been founded here by Humbert II of Dauphiny, and its successor, known as the *Refuge National*, stands near the crest. Beyond the P.L.M. chalet-restaurant are a geological museum and an Alpine garden. Beside the new Route du Galibier, on the left, is a rough monument in memory of Capt. Scott (d. 1912), the Antarctic explorer, who made experiments here with a motor-sledge in 1908, before his departure on his last expedition.—To the N.W. rises *La Part*, or *Les Trois-*

Les Guides Bleus

DE GRENOBLE AU LAUTARET — VALLÉES DE LA ROMANCHE ET DU VÉNÉON

LIBRAIRIE HACHETTE


GRENOBLE
Chaîne de Belledonne
Chaîne de Mont de Lans
Massif des Sept Laux
Col du Glandon
Col du Galibier
Col du Lautaret
Col d'Ornon
Col de Sarenne
Col de Malissard
Col de la Muzelle
Col de la Croix de Fer
Col du Coq
Col de Parquetout
Col de la Buffe
Col de la Vaccherie
Col de la Ponsonnière
Col de la Mine de Fer
Col de la Pisse
Col de la Pierre Grosse
Col de la Pierre Eyrard
Col de la Pierre Noire
Col de la Pierre Blanche
Col de la Pierre Ronde
Col de la Pierre Percée
Col de la Pierre Plate
Col de la Pierre Rouge
Col de la Pierre Grise

Evêchés (10,223 ft.), a mountain named from the fact that its summit was a boundary mark or point of division (' part ') between the bishopries of Maurienne and Grenoble and the archbishopric of Embrun. It is quite easily ascended in 3½ hrs. (guide 24 fr.) from Le Lautaret viâ the right bank of the Roche-Noire, the *Col de Côte-Pleine*, and the *Pic Signalé* (10,158 ft.), whence a ridge leads to the summit. The descent may be made to Le Villar-d'Arêne viâ the *Lac du Pontet*, near which marmots are numerous.

From Le Lautaret to *St-Jean-de-Maurienne* viâ the Col du Galibier, see p. 71.

Beyond the col we descend to the E. on the left bank of the Guisane. The snowdrifts in this region lie 40–50 ft. deep in winter, and two curved tunnels protect the road from flood and avalanche. On the right, lower down, is the old *Hospice de la Madeleine*, one of the three mediæval houses of refuge on this road.—Near (61½ m.) *Le Lauzet* (5597 ft.; inns and guides) anthracite and graphite are quarried.

The *Col de la Ponsonnière* (c. 7400 ft.), beginning near Le Lauzet, leads over in 5½ hrs. to *Valloire* (p. 71); while the *Col du Chardonnet* (8697 ft.) leads in 6 hrs. to *Névache* (p. 80).

Near (63½ m.) *Le Casset* (4950 ft.) is the moraine of the Glacier du Casset.—65 m. (105 km.) **Le Monêtier-les-Bains** (4862 ft.; *Hôt. de l'Europe et des Bains*, R. 8, D. 8, pens. 20 fr.; *Alliey*, R. 6, D. 8 fr.).

This little town was a station on the Roman road from the Mont-Genèvre to Vienne, and owes its name to a former Benedictine monastery. There are warm sulphur springs.—One of many pleasant excursions is that by bridle-path to (2¼ hrs. S.) the *Clot-la-Porte* (c. 6890 ft.), a long ridge covered with woods and pastures, and commanding a good view.—The *Glacier du Monêtier*, 3½ hrs. S., may likewise be reached by bridle-path, and above it high passes lead over to Vallouise (comp. p. 81).

The *Montagne du Vallon* (9318 ft.; guide 24 fr.) to the N.E., climbed in 4½ hrs., offers a superb panorama of the Meije, Ecrins, and Pelvoux; it is preferable to ascend by a path starting from the Col de la Roche-Noire and to descend into the valley of St. Joseph.—Perhaps the easiest and most-frequented pass is the bridle-path over the *Col de l'Eychauda* (7969 ft.), leading in 6½ hrs. to Vallouise (p. 81).

Beyond Le Monêtier we descend through meadows to (68¾ m.) *Villeneuve*. Looking back we see the Meije rising above the Col d'Arsine.—75 m. (111 km.) **Briançon**, see p. 79.

B. By Road viâ St-Jean-de-Maurienne

117 m. (188 km.). P.L.M. Autocars daily (July 10th–Sept. 10th) from Grenoble to *St-Jean-de-Maurienne* (62 fr.) viâ the Col de la Croix de Fer, in 8½ hrs., including a halt of 2 hrs. at the Chalet du Glandon.—From St-Jean-de-Maurienne to *Briançon* viâ the Col du Galibier (45 fr.). P.L.M. Autocars daily (July 1st–Sept. 15th) in 9 hrs. including a halt of 3–4 hrs. at Le Lautaret. The journey is best made in the direction from N. to S., for the sake of the *View of the Ecrins massif which bursts upon the traveller at the exit of the tunnel beneath the col. By changing cars at Le Lautaret passengers by this route may make the circuit Aix-les-Bains—Chambéry—St-Jean-de-Maurienne—Le Lautaret—Grenoble—Chambéry—Aix-les-Bains in a single day.

Grenoble, see Rte. 8. Thence to (28½ m., 46 km.) *Rochetaillée*, see pp. 59–61. We leave the road to Le Bourg-d'Oisans on the right, and cross the Romanche and, farther on, the Eau-d'Olle. The snow-peaks of the Grandes-Rousses rise on the right, and the steep wooded slopes of the Belle-

donne on the left.—31 m. (50 km.) **Allemond-la-Fonderie** (2625 ft.; *Hôt. Leydier ;* guides), is a starting-point for a number of excursions (pp. 44, 60). It is named from an old foundry in connection with the mines of *Chalanches* (6605 ft.), on the S. slopes of the Grande-Lance d'Allemond, 4 hrs. W. —37½ m. *Le Rivier-d'Allemond* (4170 ft.), on a plateau some distance above the main stream, is the starting-point of a road to Allevard viâ the Sept-Laux (p. 44). We turn to the E. following the narrow and picturesque *Défilé du Maupas*, which is overhung on the N. by a spur of the Sept-Laux massif, and on the S. by the Rochers Rissiou.—42¼ m. *La Grande-Maison* (5069 ft.) is a large chalet in a pastoral upland. We cross the Riou-Claret, the boundary between the departments of the Isère and Savoie.—43½ m. *Les Quatre-Maisons*. —The road mounts to (44¾ m., 72 km.) the *Chalet-Hôtel du Glandon* (C.A.F.; R. 8, D. 10), on the S. slope of the **Col du Glandon** (6342 ft.), amid high pastures, and a good centre for excursions. The wealth of Alpine flowers on these heights is best seen in June, before the hay harvest.

The *Pointe de l'Ouillon* (7998 ft.), to the E., is easily climbed in 1¾ hrs., and scarcely requires a guide; care, however, should be taken to avoid the gullies.—To the W. rise the **Aiguilles de l'Argentière** (8478–9574 ft.), presenting rock-climbs of all degrees of difficulty.

FROM THE CHALET-HÔTEL DU GLANDON TO LA CHAMBRE, 13 m. (21 km.), road; not followed by the P.L.M. autocars, but a good route for motorists.—We cross the *Col du Glandon* (see above) and descend to (6½ m.) *St-Colomban-des-Villards* (3638 ft.; Hôt. de la Poste, R. 6, D. 8, pens. 18 fr.), a large and picturesque village where the women wear their ancient Savoyard costume on Sundays. The side-valleys on the left of the road offer some charming vistas.—13 m. (21 km.) *La Chambre*, see p. 16.

We leave the Col du Glandon on the left and reach the highest point of the road at (46½ m., 75 km.) the **Col de la Croix-de-Fer** (6765 ft.), between the massifs of the Ouillon and the Grandes-Rousses. As we descend in zigzags a fine panorama unfolds itself, with the three Aiguilles d'Arves rising beyond the green valley in which lies St-Jean-d'Arves. —51 m. *St-Sorlin-d'Arves* (c. 4920 ft.; Inns) is charmingly situated above the left bank of the Arvan, which comes down from the glaciers of the Grandes-Rousses.—From (52 m.) *Le Chambon* a track leads in 20 min. to *La Tour* (c. 5080 ft.), the chief hamlet of the commune of **St-Jean-d'Arves** (*Hôt. des Touristes ; Arlaud*, R. 6, D. 7, pens. 20 fr.; *Collet ;* guides), a sequestered little Alpine resort and excursion centre.

La Grave (p. 68) may be reached in 8½ hrs. by the wild but not difficult *Col de l'Infernet* (8826 ft.; guide needless; *View of the Meije range).—The *Col des Prés-Nouveaux* (7523 ft.; 4½ hrs. to the S.W.) is crossed by a bridle-path to (10 hrs.) *Le Bourg-d'Oisans* (p. 61). Alpine flowers are very abundant on this route.—An admirable high-level route (11½ hrs.) to La Grave (p. 68) is viâ the *Col Lombard* (10,170 ft.; 7½ hrs.), a remarkably easy passage considering its height. A guide is useful as there is a glacier to be crossed.

53½ m. *Entraigues* lies at the foot of the side-valley up which runs the track to the Col de l'Infernet and Col Lombard (see above). We descend through a narrow defile. Beyond

the *Combe Génin*, a deep and wide gully, we pass through a long tunnel (500 yds.) and cross the Maupas (striking view). As we descend, the stern rocky surroundings give place to pleasantly wooded slopes, and in two wide curves we reach the valley. On the right, picturesquely perched above the road, appears the village of (61½ m.) *Fontcouverte*. The final descent offers charming views of the valley of the Maurienne and its mountains.—64½ m. (104 km.) **St-Jean-de-Maurienne**, see p. 16. Thence to (72½ m.) *St-Michel-de-Maurienne*, see p. 17. We diverge to the right from the road to Modane, and cross the railway and the river Arc. The road winds round a knoll on which stands the church of *St-Martin-d'Arc*, and mounts in curves through the fields and orchards that flank the Neuvache (fine retrospect). At 80 m. we enter a tunnel (120 yds.) beneath the *Col des Trois-Chapelles* (5424 ft.) whence we emerge in the valley of the Valloirette. We soon have a fine view of the Ecrins.

83½ m. (134 km.) **Valloire** (4541 ft.; *Hôt. de Valloire et du Galibier*, June–Sept., R. 8, D. 12, pens. 25 fr.; *des Alpes*) is a large village in a charming and fertile upland valley.—Presently we enter a stern and rugged district. The Valloirette is crossed (85¾ m.) by the *Pont de la Ravine* and farther on the crags of the Grand-Paré stand out boldly above the road, which passes (90½ m.) a refuge-hut at the foot of a desolate side-valley.—We enter (93 m., 150 km.) the *Tunnel du Galibier* (8386 ft.; 400 yds. long), pierced in 1891 beneath the **Col du Galibier** (8721 ft.; view-indicator; Restaurant, L. 13, D. 15 fr.), which may be reached in a few minutes by walkers.

This is the highest regular carriage-road in France, and the second in height of all Alpine carriage-roads, ranking next to the Stelvio Pass (9055 ft.). The openings by which the tunnel is lighted are closed by doors from October to June to prevent snowdrifts from obstructing the passage. From the N. end the Savoy mountains and Mont Blanc are well seen, and as we emerge on the S. side towards Le Lautaret we enjoy a *View of the whole mountain mass of the Ecrins and Mont Pelvoux, rising beyond the deep valley of the Guisane, with one-third of the horizon barred by an array of formidable peaks and glittering glaciers.

The road, always with fine views, descends in numerous windings towards the valley of the Guisane and the Col du Lautaret. A short-cut for walkers, diverging to the right at (95½ m.) the *Granges de la Mandette*, crosses a stream by a plank-bridge (occasionally washed away).—Farther on our road joins (96½ m.) the direct road from Briançon to Grenoble. We turn to the right.—98 m. (158 km.) *Le Lautaret*, and thence to (117 m., 188 km.) **Briançon**, see pp. 68, 69.

C. By Railway viâ Veynes and Gap

135½ m. (218 km.) in 9¼ hrs. (67 fr. 5, 43 fr. 80, 27 fr. 60 c.); to *Veynes*, 68½ m. (110 km.) in 2–2¾ hrs. (33 fr. 85, 22 fr. 10, 13 fr. 90 c.); to *Gap*, 84½ m. (136 km.) in 5¾ hrs. (41 fr. 80, 27 fr. 30, 17 fr. 20 c.); to *Embrun*, 108 m. (174 km.) in 7 hrs. (53 fr. 50, 34 fr. 95 c., 22 fr.). Carriages are changed at Veynes. This is

a slow and roundabout way of reaching Briançon from Grenoble (only one train daily), but the scenery is fine, and the railway should be followed in one direction or the other as an alternative to the road journey over the Col du Lautaret (p. 68).—As far as Veynes the line from Grenoble to Marseilles is followed.

As we leave Grenoble (Rte. 8) we have a fine retrospective view.—5 m. *Pont-de-Claix*, see p. 49. We follow the right bank of the Drac, and pass on the left, between two hills, the 15th cent. castle of *Bon-Repos*, with its four turrets and Gothic chapel (some old paintings).—8¾ m. *Jarrie-Vizille*.

Branch line to *Vizille* and *Le Bourg-d'Oisans*, see p. 61.

The Romanche is crossed below the old bridge of *Champ-sur-Drac*.—12½ m. *St-Georges-de-Commiers* (1037 ft.; Hôt. des Voyageurs, R. 6 fr.). Light railway to La Mure, see p. 63. We cross the Drac and enter the valley of the Gresse.—13 m. *Vif* (1050 ft.; Hôt. de la Paix), 1 m. N.W. of the station, is a little town with a 12th cent. church, rebuilt in 1680. Light railway from Grenoble, see p. 49.

Beyond Vif begins the most remarkable portion of the line which, to overcome the ascent, is carried in wide sweeps round the flank of the heights between the Drac and the Gresse (*Views).—From (21 m.) *St-Martin-la-Cluze* (2040 ft.) the *Fontaine-Ardente*, 1 m. S.W., is visited.

This, once included among the 'seven wonders of Dauphiny,' is a spring with a feeble discharge of inflammable gas, which burns, when ignited, with a blue flame.

26¾ m. (43 km.) *Le Monestier-de-Clermont* (2775 ft.; Hôt. du Lion-d'Or; *Modern-Hôtel Piot, Apr.–mid-Oct., R. 10, D. 12., pens. 20 fr.; de la Gare, R. 6, D. 8 fr.) is a prettily situated resort with chalybeate and saline springs, visited also for winter sports.—We tunnel below the *Col du Fau* (2926 ft.) and pass from the valley of the Gresse into that of the Trièves. On the right the railway is artificially screened against snowdrifts.—30½ m. *St-Michel-les-Portes* (2680 ft.; Hôt. du Soleil-Levant, R. 6, D. 8, pens. 18 fr.; Maurice, R. 6, D. 7, pens. 16 fr.; guides).

The village, 2 m. from the station, is the usual starting-point from which to climb the curious mountain known as **Mont-Aiguille** (6880 ft.), another of the 'seven wonders of Dauphiny,' and long named the *Mont Inaccessible*. It was ascended for the first time on June 26th, 1492, by Antoine de Ville and ten companions, to satisfy a whim of Charles VIII. Having gained the top by means of ropes and ladders, they passed six days on the mountain, said mass, and set up crosses. One of the party gave an imaginative account of the marvels they had seen on these virgin heights, including chamois, strange birds and plants, and human footprints. In 1834 Jean Liotard gained the summit alone, discovering no marvels, but only a sloping meadow and what he took to be some remnants of dry walls. After 1877 cables were placed at all difficult points in the gullies and chimneys, thus rendering the mountain accessible to ordinary climbers with strong nerves. The ascent occupies 4½ hrs. and affords a varied and interesting rock-climb. The view is extensive and there is a strange feeling of complete isolation on this rocky tower.

36 m. *Clelles-Mens* (2723 ft.; Hôt. de la Gare; du Mont-Aiguille) is another starting-point for the Mont-Aiguille.

Omnibuses ply from the station to (1 m.) *Clelles* and (8¾ m.; 2 hrs.) **Mens** (2617 ft.; *Hôt. du Lion-d'Or*), a little town which, after the revocation of the

Edict of Nantes, became a refuge of Protestants. Half of the inhabitants are still Protestant and to the E. rises the appropriately named *Bonnet de Calvin* (or the *Châtel*, 6372 ft.; 3¼ hrs.; view).—From Mens an omnibus runs in 2½ hrs., crossing the Drac by (7½ m.) the fine Pont de Ponsonnas, to (11 m.) *La Mure* (p. 65).

From Clelles-Mens to *Die* viâ the Col de Menée, see p. 96.

A sweeping curve is followed by a viaduct well seen in retrospect.—From (42¼ m.) *St-Maurice-en-Trièves* (3215 ft.; Buffet-Hôtel, R. 5, D. 7, pens. 20 fr.) an omnibus plies to (9¼ m. S.E.) *Tréminis* (3145 ft.; Hôt. des Alpes, R. 6, D. 9 fr.), a summer resort amidst pine-clad mountains.—A succession of viaducts, tunnels, and embankments follows, and the scenery becomes more and more striking as we ascend to the summit-level of the railway at (46½ m.) the *Col de la Croix-Haute-Lalley* (3826 ft.; Inn), beyond which the landscape begins to assume a more southern appearance.

48½ m. *Les Lussettes* (Inn) is the starting-point for the Col de Grimone, leading to Die (see p. 96).—51 m. (82 km.) **Lus-la-Croix-Haute** (3327 ft.; *Hôt. de la Poste; Touring-Club Hôtel*, R. 8, D. 12, pens. 30 fr.; *Rougier*, R. 5, D. 6, pens. 18 fr.), is situated at the lower end of the valley of the Trabuëch (or upper Buëch, pron. 'Buèche'). The torrent comes down from the group of arid mountains to the E., dividing the Trièves from the Dévoluy, and forming the heart of Dauphiny.

From Lus-la-Croix-Haute to Agnières (Corps, St-Etienne-en-Dévoluy), 7 hrs. by road and footpath. The road ascends the Trabuëch and ends at (2¼ hrs.) *La Baraque*.—A long climb thence mounts to (5 hrs.) the *Col de Charnier* (7152 ft.; much rock and scree), the starting-point for the stony ascent of the *Grand-Ferrand* (9059 ft.; 2 hrs.; splendid view). The descent is fairly steep to (7 hrs.) *Agnières* (p. 74). Thence to *Corps*, *St-Etienne-en-Dévoluy*, or *Veynes*, see p. 74.

Mountain paths lead from Lus-la-Croix-Haute also to *La Cluse* (p. 74) and *Tréminis* (see above).—From Lus-la-Croix-Haute to *Die*, see p. 96.

We enter a green gorge and cross the Buëch; on the left opens a vista of the upper valley.—55¼ m. *St-Julien-en-Beauchêne* or *en-Bochaine* (3028 ft.; Hôt. Bermond, R. 5, D. 7 fr.), at the foot of the Montagne de Durbonas, is a little summer resort favoured especially by the Marseillais.

About 1¼ hr. E., viâ (½ hr.) the *Porte du Désert*, is the ruined **Chartreuse de Durbon**, founded in 1116 as the fourth house of the Carthusian order. Like the parent house, it was situated in a wild and sequestered valley, and separated from the outer world by a gorge with a gateway, while on the E. side it was shut in by forests and high mountains. The ruins are much overgrown, but the walls of the 13th cent. chapel may be distinguished.

We pass some curious limestone rocks, forming a barrier across the valley, and opening to allow the passage only of the road, railway, and river. Farther on we traverse fields of lavender.—64½ m. *Aspres-sur-Buëch* (2498 ft.; Hôt. Malaterre) is the junction with the line from Die and Livron, see p. 96. We cross the Buëch and curve round the Montagne des Egaux to (68¼ m., 110 km.) **Veynes** (2670 ft.; 1994 inhab.; *Buffet; Hôt. Terminus*, R. 7, D. 8, pens. 30 fr.; *Polge*, R. 6, D. 8, pens. 22 fr.; *de la Gare*), where we join the line from Marseilles (p. 145).

FROM VEYNES TO CORPS (26 m.; 42 km.) OR TO ST-BONNET (30 m.; 48 km.) by picturesque roads across the rugged limestone massif of the Dévoluy. Diverging from the Gap road we ascend N.E. through (6¼ m.) the *Défilé des Hauts-Etroits* to (8 m.) *La Cluse*, with its ruined 12th cent. castle. The summit is gained at (10½ m.) the *Col du Festre* (4718 ft.), and at (11⅞ m.) *Le Forest-d'Agnières* the track to Lus-la-Croix-Haute (p. 73) diverges on the left and the road to St-Bonnet on the right (see below).—The Corps road goes on viâ (17 m.) *St-Disdier* (Inn) and the dark *Défilé de la Souloise*.—From (22 m.) *Pellafol*, a little to the left of the road, we may ascend the *Obiou (9614 ft.: not difficult, but guide useful) in 6 hrs.—We cross (24¼ m.) the Drac.—26 m. *Corps* (p. 66).—From Le Forest-d'Agnières (see above) the St-Bonnet road (exposed to falls of stones; caution) crosses a ridge into the valley of the Souloise, which flows along a fissure sometimes 200 ft. deep and in places no more than 10 ft. across.—17½ m. (from Veynes) **St-Etienne-en-Dévoluy** (4157 ft.; *Hôt. Chaillol*) is dominated by gigantic limestone cliffs, riddled with caverns and subterranean streams. Thence La Roche-des-Arnauds (see below) is reached in 7¼ hrs. viâ the *Col de Rabou* (6211 ft.; bridle-path), or the *Pic de Bure* (8898 ft.), ascended in 5½ hrs.—Our road winds upwards to (20¼ m.) the *Col du Noyer* (5427 ft.; refuge) and descends viâ (25 m.) *Le Noyer* and (27½ m.) *Poligny*.—30 m. *St-Bonnet* (p. 76).

From Veynes to Sisteron (32 m.; 52 km.) a road leads across the Céüze massif, passing (14 m.) *Barcillonnette* (Inn), whence an omnibus plies to Sisteron (p. 144) viâ Le Vivas, and (20 m.) *Valenti*, junction of a road to Serres (p. 145).

From Veynes to *Die* and *Livron* see p. 93; to *Marseilles*, see p. 145.

Beyond Veynes the railway to Briançon ascends the valley of the Petit-Buëch.—72½ m. *Montmaur* (Inn), formerly the seat of one of the four baronies of Dauphiny, has a 14th cent. castle.

The *Pic de Bure* (8898 ft.; see above) may be ascended hence in 6¼ hrs.

75¾ m. *La Roche-des-Arnauds* (3060 ft.; Inn) is a starting-point for the *Pic de Céüze* (6624 ft.; c. 4 hrs.). To St-Etienne-en-Dévoluy, see above.—78¼ m. *La Freissinousse* (3200 ft.) is another starting-point for the Pic de Céüze. We cross the high *Viaduc de la Selle*, and after making a wide bend to the S. descend towards Gap. For the continuation of the railway, see p. 76.

84½ m. (136 km.) **GAP** (2424 ft.), a modern town (6465 inhab.) pleasantly situated on the Luye, a tributary of the Durance, has little to interest travellers, but is a convenient centre for excursions.

Hotels. DU NORD, 11 Rue Carnot, R. 10, D. 9 fr.; DES NÉGOCIANTS, 10 Rue Carnot, R. 12, D. 12, pens. 28 fr.; DE FRANCE, 6 Boul. de la Liberté; DES VOYAGEURS; LOMBARD, Place de la Gare, R. 8, D. 10, pens. 25 fr.

Post Office, Rue Carnot.—SYNDICAT D'INITIATIVE, 16 Rue Carnot.

Conveyances. MOTOR OMNIBUSES to *Orcières*, see p. 75; to *Remollon*, see p. 75; to *Barcelonnette*, see p. 76; to *Corps*, see p. 66; to *St-Bonnet*, see p. 75.—For information regarding AUTOCARS (in summer), apply to the Syndicat d'Initiative.—Cars on hire for excursions in the Champsaur.

History. Gap (*Vapincum*) was one of the 115 Gallo-Roman cities and belonged successively to the Burgundians, the Carlovingians, the kingdom of Arles, the emperors of Germany as suzerains of the Dauphins, and the counts of Provence. The *Gapençais*, of which it was the capital, was united to Dauphiny in 1512. In 1577 the town was captured by Lesdiguières, who governed it for four years. Its population was decimated by plague in 1630, and it afterwards suffered much by the revocation of the Edict of Nantes. In 1692 the place was burned to the ground by the 'barbets' of the Duke of Savoy. Napoleon passed through Gap after his escape from Elba, and his standard is in the museum.—Guillaume Farel (1489-1565), the Reformer of French-speaking Switzerland, was born at Gap.—One of the local industries is the making of ornaments from

the Etoile des Alpes, a black fossil found in great quantities in the argillaceous shale of the district.

The Avenue de la Gare leads from the station to the *Pépinière*, or town gardens, whence we have a good view of the neighbourhood, with the peak of the Chaillol-le-Vieux, often snow-covered, rising to the N.E. At the N.W. end of the gardens is the **Musée** (open free on Sun. and Thurs., 9–12 and 1–5 or 6; other days on application). In addition to the usual collections this contains Napoleon's standard (exchanged at Gap for the tricolor), a hat worn by him in the Russian campaign, the sarcophagus of the wife of Lesdiguières, and the *Tomb of Lesdiguières (d. 1626), designed by Jean Richier (1604) and executed by Jacob Richier, with four reliefs of historic interest (comp. pp. 49, 67).

On leaving the Musée we turn to the left in order to reach the Place Ladoucette. Thence viâ the Place du Lion we enter the Rue Carnot, the chief thoroughfare of the town. Behind the Post Office (on the right) several short streets lead to the **Cathedral**, which was rebuilt in 1866–95 in the Romanesque and Gothic style, on the site of a 13th cent. building. The interior, entirely modern, shows several local varieties of marble.

On the height of *Puymore*, ½ hr. N.E., are ruins of a fort built by Lesdiguières in 1580–85 (fine view of the Gapençais).—A longer excursion worth making is that to (1 hr. N.W.) the *Château de Charance*, notable for the fêtes given there in the days before the Revolution by Monseigneur de Maillé, 'the jolliest priest in France.' It is private property (adm. to the château only in the absence of the family), but the grounds and lake are well seen from the common to the S.—The *Montagne de Charance* (6240 ft.; edelweiss) is easily ascended in 3 hrs. from the château.—*Tallard* (Inns), 9 m. S. of Gap by road (omnibus), has a picturesque ruined *Castle (mainly 14–16th cent.).

An omnibus plies from Gap to (12½ m.) *Remollon* (Hôt. Barnéaud), in a valley swept by the Durance and scarred with curious 'pot-holes' in the limestone.—About 1½ hr. farther up the valley is a group of eroded pyramids or pillars; and there is a second and more important group, known as the *Demoiselles de Vallauria* (many of them capped), on the banks of the tributary ravine of the Vallauria.

The **Champsaur**, a picturesque but, at midsummer, a somewhat sultry district, comprehending the upper valleys of the Drac, to the N. and N.E. of Gap, may be conveniently explored from that town, with the aid of the motor-omnibuses plying to Orcières (20¼ m. N.E., in 1¼ hrs.; 8 fr.) and to La Motte (14¼ m. N.). The name has been derived from *Campus Saurus* (Old Fr. 'sor,' sorrel-coloured), less probably from *Campus Aureus*, in allusion to the rich harvests that flourished here before the destruction of the sheltering forests. In 1611 part of the Champsaur was erected into a duchy for François de Bonne who took the title of Duc de Lesdiguières (p. 75). Many of the inhabitants are Protestants, descended from the flock of Felix Neff (1798–1829), the Swiss pastor and philanthropist, who frequently resided at St-Laurent-du-Cros.

The road to Orcières (motor-omnibus, see above) follows the road to La Mure for 2½ m., then diverges to the right (N.E.). The refuge hut on (6 m.) the *Col de Manse* (4160 ft.), named from a Roman station ('Mansio'), is one of the six 'Refuges Napoléon' in the Hautes-Alpes, the funds for which were bequeathed by Napoleon I, though the gift was not officially accepted until 1854.—A road diverging here on the right leads to (10 m. from Gap) *Ancelle* (4445 ft.; Hôt. Brochier), a sequestered resort that offers some wooded walks and a few short ascents.—Beyond the Col de Manse the Orcières road descends in loops to the valley of the Drac.—10¾ m. *La Plaine* (Inns).—From (16½ m.) the *Pont des*

Corbières the road to the right ascends steeply, beside the Drac-Noir, to (20½ m.) **Orcières** (4600 ft.; *Hôt. de la Poste ; Fauste*), a quiet little climatic resort and mountaineering centre. Thence the *Col de Freissinières* or *Col d'Orcières* (c. 8860 ft.) leads in 8½ hrs. to *Freissinières* (p. 78).—The road to the left at the Pont des Corbières ascends the bank of the Drac-Blanc to (19½ m.) **Champoléon-les-Borels** (4160 ft.; *Hôtel Joseph-Vincent ; Pierre-Bernard ;* guides), at the entrance of the high-lying and interesting Vallée de Méollion, a good centre for mountain excursions, especially for the high passes to Vallouise and Valgaudemar.

The ***Chaillol-le-Vieux** (10,378 ft.), a last outstanding spur of the Pelvoux and Meije group, commands a splendid view. Considering its height, it is almost unique for the ease with which it can be ascended (bridle-track to the saddle in 4½–6½ hrs., and thence in 1½ hr. to the summit).

The road to St-Bonnet and La Motte (motor omnibus, see above) diverges to the right from the main road to La Mure at (9½ m. N. of Gap) *Les Baraques-en-Champsaur* and crosses the Drac.—At (10 m.) **St-Bonnet** (*Hôt. du Bon-Paysan ; Para*), a considerable village, stands the house in which François de Bonne, Duc de Lesdiguières (1543–1626), the famous Constable of France, was born.—From (14¼ m.) **La Motte-en-Champsaur** (3610 ft.), the gateway to the charming valley of the Séveraissette, a road goes on N.W. to rejoin the main road from Gap to La Mure at (4½ m.) *Chauffayer* (p. 67).

From Gap by road to *Corps*, *La Mure*, and *Grenoble*, see Rte. 11; to *Barcelonnette*, see below.

Beyond Gap the railway ascends again.—90 m. *La Bâtie-Neuve-le-Laus* (2801 ft.).

At *La Bâtie-Neuve* (Hôt. du Siècle) are ruins of a castle of the bishops of Gap. About 6 m. S. (conveyance) is the pilgrim resort of *Notre-Dame-du-Laus* (c. 2950 ft.; large hostel).

94½ m. (152 km.) *Chorges* (2810 ft., Hôt. de la Poste; des Alpes) retains a few traces of its vanished importance as a Roman and mediæval city. It is the starting-point of a new railway to Barcelonnette (in construction).—99 m. (159 km.) **Prunières** (2415 ft.; *Hôt. de Bourgogne ; de la Gare*), with ruins of a 14th cent. castle, is situated 4 m. N.W. of the station.

From Prunières to Barcelonnette, 25¼ m. (41 km.) motor omnibus twice daily in 2 hrs. (6 fr. 15 c.). There is also a direct daily service of motor omnibuses from Gap to Barcelonnette in 2½ hrs. (12 fr. 25 c.).—The ***Valley of the Ubaye**, the lower part of which is traversed by this route, is one of the most important of the Dauphiny valleys and offers varied and interesting scenery. The road (railway in construction) runs viâ (1¼ m.) *Le Grand-Pré*, (5 m.) *Rousset*, and (7½ m.) *Ubaye*.—12½ m. *Le Lauzet* (2945 ft.; Hôt. Miollan; Don; de France) is a good centre for excursions.—16 m. *Le Martinet* (3210 ft.; Inn) is the starting-point for some interesting passes. Beyond (20 m.) *Les Thuiles* the valley expands.—25¼ m. *Barcelonnette*, see p. 83.

We are now in the valley of the Durance, which has suffered from disafforestation.—102½ m. *Savines* (2510 ft.; Inn) lies directly at the foot of the precipitous *Morgon* (7632 ft.; 5 hrs.).

108 m. (174 km.) **EMBRUN** (2855 ft.), an old-fashioned town of 1826 inhab., for centuries a fortress, is finely situated above the valley of the Durance, on a platform of conglomerate commonly known as ' Le Roc.'

Hotels. Hôt. Moderne, Boulevard Pasteur and Rue Clovis-Hugues, R. 10, D. 10, pens. 24 fr.; de la Poste, Rue Clovis-Hugues; de France, Place Eugène-Barthelon; du Tourisme, R. 7, D. 10, pens. 22 fr.

Syndicat d'Initiative, M. A. Jugy, bookseller, Rue Clovis-Hugues.

History. Embrun (*Ebrodunum*) was one of the chief towns of the Caturiges. It became a Latin city under Nero, an Allied city under Galba, and the metropolis

of the Maritime Alps under Adrian. The first church here is said to have been built by Constantine, and the bishopric was founded in the 4th cent. by St. Marcellinus, whose intervention saved the town from the Vandals in 433. It was pillaged, however, by the Lombards and the Saracens. In 1147 Conrad III of Germany gave the archbishops of Embrun the title of princes; and the Dauphins, to whom the sovereignty was ceded in the 13th cent., left considerable domains in the hands of the prelates. Louis XI, who as dauphin (1440–61) resided long in Dauphiny, and who wore an image of Our Lady of Embrun in his hat, enriched the church by his gifts. In 1692 Victor Amadeus II captured the town after a 13 days' bombardment, during which the only ammunition of the defenders was 'that the enemy had sent them.' The see was suppressed in 1801.—The most notable natives of the town are Jean Morel (1511–81), the scholar and friend of Erasmus, and Henri Arnaud (1641–1721), the Waldensian pastor and soldier (p. 25).

The former ***Cathedral** (Notre Dame) is a building of the 12th cent., with some fragments of an earlier (9th cent.) church. The tower is a replica of the 14th cent. tower, destroyed in 1852; by an architectural caprice it is balanced on the S.W. angle of the façade, and its vaulting rests on the pillar supporting the organ. The blind arcading and friezes of the façade date from the 13th century. The porch, known as the *Réal*, in front of the Romanesque N. portal, gives evidence of Italian influence. Beneath it stood the image of the Black Virgin whose cult was so much encouraged by Louis XI. The interior is of comparatively little interest. The 18th cent. high altar is flanked by angels with the features of Louis XVI and Marie Antoinette.—Facing the N. side of the cathedral is the former *Maison des Chanonges* (14th cent.), with the figure of a lion devouring a goat. To the right is the *Promenade du Roc* (view). The *Tour Brune*, in the Rue de l'Archevêché, is a well-preserved 11th cent. tower, with battlements of unusual lightness.

About 2½ hrs. S. of Embrun is the former abbey of *Boscodon*, founded in 1131 by the Cistercian monks of Chalais, but suppressed in 1769. The Romanesque church has been restored.—Among mountain ascents easily made from Embrun are those of the *Mont St-Guillaume* (8263 ft.; 5¾ hrs.), the *Pouzenc* (9518 ft.; 8 hrs.), and the *Morgon* (6½ hrs.).

118½ m. *Mont-Dauphin-Guillestre* (2914 ft.) serves the little walled fortress of **Mont-Dauphin** (112 inhab.), the key to the pass into Italy by the valley of the Queyras. After a Sardinian invasion of 1692 it was fortified by Vauban, who constructed its bastions of rough pink marble hewn near by.

From Mont-Dauphin to Abriès, 22¼ m. (36 km.), P.L.M. Autocars two or three times daily in summer (June 15th–Sept. 30th) in 2½–3 hrs. (14 fr.). The **Queyras** (in patois, 'the huge crag'), traversed by this route, is a high Alpine valley, watered by the Guil, and extends from the valley of the Durance up to the Col Valante, near Monte Viso. It was at first inhabited by the *Quariates*, one of the tribes mentioned on the triumphal arch of Susa. Thanks to their possession of the key to so many easy Alpine passes, their successors ('Queyrassins') obtained considerable privileges, and the franchises they obtained from the dauphins may be considered among the earliest pledges of French liberty. Some Protestants took refuge here, and the Reformed faith generally was widespread, but the religious wars, the plague, and the Thirty Years' War ruined the Queyras and its tributary valleys, and the revocation of the Edict of Nantes led to wholesale and disastrous emigration. The Austro-Sardinians invaded the district in 1815.

The autocars start at the station and ascend by the Chagne to (2½ m.) **Guillestre** (c. 3250 ft.; *Hôt. Imbert*, R. 10, D. 10 fr.), a little old-fashioned town which was one of the stations for English prisoners in the wars of Napoleon. The road winds above the left bank of the Guil as the Combe du Queyras is approached, and in places is hewn in the red marble of the hillside.—We traverse a short defile and a road-tunnel before reaching (5¾ m.) *La Maison-du-Roi* (c. 3440 ft.; Inn), beyond which we enter the *Combe du Queyras, one of the most remarkable defiles of the Alps, bounded by limestone precipices 700–800 ft. high and narrowing in places almost to a fissure. Through it the Guil winds for nearly 6 m., with its bed of white pebbles interspersed with a mosaic of green serpentine and red marble. On the left (9 m.) is a cavern where carriages or cars can find shelter from storms. We are joined on the left (13 m.) by the road from Briançon viâ the Col d'Izoard (see p. 82).—15 m. (24 km.) **Château-Queyras** (4395 ft.; *Hôt. Puy-Cot*, R. 8, D. 9, pens. 22 fr.). The fort, which is garrisoned, has preserved its mediæval ramparts and keep.

We descend again towards the Guil, and leave on the right (16¼ m., 26 km.) **Ville-Vieille** (*Hôt. Meyer*), one of the oldest little towns of the Alps. It was destroyed by fire in Nov. 1898. To the S. opens the Vallée de St-Véran, 7 m. up which is **St-Véran** (*Hôt. Fine; du Centre;* guides available), built in five detached portions (for fear of conflagrations), and claiming to be the highest permanently inhabited village (362 inhab.) in France (6693 ft. at the church).—Beyond Ville-Vieille the valley contracts.—18 m. **Aiguilles** (4830 ft.; **Grand-Hôtel*, June 15th.–Sept. 30th., R. 20, D. 16, pens. from 35 fr.; *du Commerce*, R. 7, D. 12, pens. 24 fr.), a village which has suffered from repeated fires.—The P.L.M. autocars from Briançon to Barcelonnette, and vice versa, make their midday halt at Aiguilles (comp. p. 82).

Above Aiguilles the valley narrows again. To the S. is the *Forêt de Marassan*, the ownership of which was disputed by the communes of Aiguilles and Abriès in a lawsuit that lasted 446 years (1387–1833).

22¼ m. (36 km.) **Abriès** (5085 ft.; *Grand-Hôtel*, June–Sept. R. 12, L. or D. 14 pens. 30 fr.; *de la Poste; du Mont-Viso*), an ancient village with 320 inhabitants, is a favourite summer resort and is also much visited by mountaineers. Passes lead to Crissolo, Casteldelfino, and Bobbio in Italy.

120¼ m. *St-Crépin* (2966 ft.), a picturesque old village on a hillock of pink marble that seems to bar the valley, has a church of 1454 with a curious contemporary stoup.—123½ m. (199 km.) **La Roche-de-Rame** (3050 ft.; *Hôt. Fourrat; des Voyageurs*).

To the N.W. opens the *Vallée de Freissinières*, one of the principal refuges of the Waldensians, who had to submit to frequent persecutions from the middle ages to the 18th century. From (2 hrs.) *Freissinières* (c. 3940 ft.), at the foot of the Tête de Vautisse, a rough track leads to (2¾ hrs. more) *Dormillouse* (c. 5800 ft.; Inn), one of the last refuges of the Waldensians. With the aid of Lyons Protestants the inhabitants emigrated to Algeria, and their chalets and dairies fell into ruins; but the experiment was unsuccessful, and many of the mountaineers returned to their poor village, which is perched like an eagle's nest above the valley. From Freissinières to *Orcières*, see p. 76.

127¼ m. (205 km.) *L'Argentière-la-Bessée* (3202 ft.), the nearest station to Vallouise (p. 81; autocar in summer), is a starting-point for excursions in the Vallée de l'Argentière. The electro-metallurgical works that we pass as we quit the station are among the most important in France.

Beyond La Bessée Mont Pelvoux is well seen. Close to the railway are some remains of the rampart of La Bâtie, wrongly named the *Muraille des Vaudois*, and built not by the Waldensians, but by the men of Briançon in 1376. It barred the valley above the meeting of the Durance with the Gyronde, and below the noble gorge of the *Pertuis-Rostan*, which we

traverse (four tunnels and viaduct). On the right is *St-Martin-de-Queyrières*, above which a group of natural pillars formed of glacier mud, and resembling those near Botzen in the Tyrol, is seen from the road.—132½ m. *Prelles* has a chapel with 16th cent. frescoes. An admirable view opens out. The formidable Italian fort of Chaberton is seen 8 m. away. *Villard-St-Pancrace*, on the right, has an interesting 16th cent. church.—135½ m. (218 km.) **Briançon**, see below.

13. BRIANÇON AND ITS ENVIRONS

BRIANÇON (4355 ft.), an ancient walled town (3523 inhab., including the garrison), a first-class fortress commanding the passage from Italy into France, and a climatic resort, lies at the foot of the Croix-de-Toulouse, on the slopes of a height overlooking the confluence of the Durance and the Guisane. It is a most picturesque and imposing object at a distance, with its steep and narrow streets of 17th. cent. houses climbing upward to the citadel, and the whole of the old town pent up within the walls. All the heights around are converted into defensive strongholds, and fort rises above fort to the very clouds. The deep gorges of the Guisane and the Clarée serve as natural entrenchments flanking the fortress. In summer Briançon is a busy tourist centre, thanks mainly to the ease with which it may be reached from Grenoble viâ the Col du Lautaret (see p. 67). There is also a considerable traffic from France into Piedmont through the town. Winter may be said to last seven months in Briançon, which is one of the highest towns in France. 'Briançon chalk' is mainly quarried in the neighbouring Piedmontese valleys.

Hotels. *Grand-Hôtel de Briançon, between the station and the town, in summer only, R. 10, D. 13, pens. 30 fr.; *Terminus, at the station; de la Paix, in the upper town, well spoken of; de la Chaussée, Rue Centrale; Moderne, Rue Alphand, R. 8, D. 8, pens. 20 fr.; Nouvel, R. 10, D. 10 fr.

Post Office. Place des Remparts, in the upper town.—Syndicat d'Initiative, 49 Grand' Rue.

Conveyances. P.L.M. Autocars for *Grenoble*, see p. 67; for *Barcelonnette*, see p. 82; for *Mont-Genèvre* and *Oulx*, see p. 80.

History. Briançon is a town of high antiquity, though of comparatively little interest in mediæval or modern times. Pliny attributed its foundation to the Greeks driven from the borders of the Lake of Como. In the Gallo-Roman period Briançon (*Brigantium*) was the capital of the Brigiani and the first Gaulish station on the road from Milan to Arles and Vienne. After the fall of the kingdom of Cottius (under whose suzerainty the Brigiani and all the surrounding tribes had been placed) it became a part of the Italian province of the Cottian Alps, of which Susa was capital. It was afterwards possessed by the Carlovingians and made over to Lothair by the treaty of Verdun (843). Until the 15th cent. the town and district were held for the emperors of Germany by the lords of Albon, who became dauphins. The town was burned in 1692, but afterwards fortified by Vauban, so that early in the 18th cent. it was able to resist the Piedmontese. In 1815, although garrisoned by only 300 soldiers, it refused to surrender to the Allies and sustained a three months' siege; hence the town

motto, ' Petite ville et grand renom.' F. J. Chabas (1817–82), the Egyptologist, was born at Briançon.

The town is reached from the station in 20 min., viâ the Avenue de la Gare, the Avenue de la République, and the **Porte d'Embrun**, which bears an inscription of 1815. The Italian style of the houses, crudely coloured and crookedly built in stages above the ramparts, will be noticed immediately. From the Place de la Paix (view) the narrow Grande Rue slopes upward with a ' gargouille ' or rill of not always clear water running down its centre. The *Mairie* contains a portrait attributed to Rigaud and a small musée. The heavy but not undignified **Church** was built by Vauban on a bastion overlooking the road to Grenoble, with an eye to defence. From the top of the Grande Rue the winding Chemin de Ronde descends to the **Pont d'Asfeld**, a bold single-arch bridge (180 ft. high) over the Durance, built by Marshal d'Asfeld in 1734, a magnificent view-point.

Excursions. Even the highest mountains around Briançon are accessible by military road or track, and motorists are thus able to gain some unusually good points of view.—The **Croix-de-Toulouse** (6473 ft.), with an oratory and a battery, at the S. end of the ridge separating the valley of the Clarée from that of the Guisane, may be reached in 2½ hrs. either by strategic road or footpath; it commands a splendid panorama (view-indicator).—The **Route de l'Olive** (12–15 m. long), which diverges to the right from the road to Le Lautaret (comp. p. 69), is most conveniently visited by motor-car, but its many windings, which offer a remarkable variety of views, demand caution from the driver.—The *Pic de Pierre-Eyrautz* (9535 ft.), to the S., one of the highest points of the massif around Briançon, is ascended with little difficulty in 6½ hrs., viâ (½ hr.) *Sachas*, (2½ hrs) the *Chalets des Ayes*, and (3½ hrs.) the *Chalets de l'Orcerette* (c. 6560 ft.), which are curious dwellings sunk in the ground and destitute of chimneys.

In summer (June–Sept.) omnibuses run through the interesting *Valley of the Clarée* to (12 m. in 3½ hrs.) **Névache** (5315 ft.; *Grand-Hôtel*, open all the year, R. 8, D. 10, pens. 25 fr.; *Veuve Balcet-Rochas*; guides), a good centre for excursions. The church (1490 or 1496) bears the rebus of its builder Remy Fatin (a musical staff showing the notes re, mi fa, followed by the syllable ' tin '). In the interior is some good 16th cent. woodwork.—The most direct and easiest route for walkers to (8 hrs.) *Modane* (p. 17) is that over the *Col des Thures* (7166 ft.) and *Col de la Vallée-Etroite* (8022 ft.).—The easy footpath over the *Col de l'Echelle* (5811 ft.) leads to *Bardonnecchia* (p. 19) in 3¾ hrs. (custom house near the summit; view much restricted).

From Briançon to Mont-Genèvre and Oulx, (21½ m.; 35 km.). P.L.M. Autocars once or twice daily in summer (June–Oct.; 17 fr.; 3–4¼ hrs.). Customs examination at the frontier; passports should be carried. The road is generally free from snow by May 20th. During the winter season it forms a good bobsleigh run. There is then a horse conveyance (8 hrs.; 20 fr.).

From the station we climb to (4 m.) *La Vachette* (Inns French customs). On (10 m.) the **Col du Mont-Genèvre** (6102 ft.), between the *Signal du Chenaillet* (S.; 8642 ft.) and the *Rocher de l'Alpet* (N.; 7917 ft.), are a hamlet and a hospice founded by the Dauphins for the use of pilgrims (modest inn).

The Mont-Genèvre (*Mons Janus*) is one of the oldest, as well as one of the lowest passes over the main chain of the Alps. It was crossed possibly by Hannibal (comp. p. 18), certainly by the armies of Marius, Augustus, Theodosius, and Charlemagne; and again in 1494 by Charles VIII and his army dragging with them 600 cannon. The present road was constructed under Napoleon in 1802–7. French armies entered Italy by it in 1814 and 1859; and in 1917–18 French reinforcements were sent to the Italian armies over the pass.—A little to the S., and almost from a common source, rise the two rivers of the *Dora*, which flows through the Po into the Adriatic, and the *Durance*, flowing through the Rhône into the Mediterranean.

We descend by a gentle slope on the Italian side of the col to (1¼ m.) *Clavières* (5301 ft.; Italian customs, midday halt of the autocars), beyond which begins a series of steep zigzags.—15 m. *Cesana Torinese* (4464 ft., *Hôt. Chaberton) is a large red-roofed village at the meeting of the Piccola Dora and the Dora Riparia. The descent becomes more gradual.—21⅔ m. (35 km.) **Oulx**, see p. 19.

From Briançon to Pinerolo viâ the Col de Sestrières, 56 m. (90 km.) P L M. Autocars once or twice daily in summer as far as Cesana or Césanne; Light Railway from Pragelas to Pinerolo. This road is rather more interesting than that from Briançon to Oulx.

At (15 m.) *Cesana Torinese* (see above) we diverge to the right from the road to Oulx to ascend along the slopes of the Monte Cruzeau. The scenery becomes more desolate as we approach (21⅔ m.) the **Col de Sestrières** (6660 ft ; Inn), a broad opening commanding a fine panorama. The descent is towards the Val Pragelato, which is flanked by mountains with strikingly rounded contours.—28 m. *Pragelato* or *Pragelas* (5010 ft ; inns) is the starting-point of the light railway to Pinerolo.—34⅜ m. (56 km.) **Fénestrelle** (3774 ft.; several Inns) is very strongly fortified. Xavier de Maistre (p. 13) wrote his 'Voyage autour de ma Chambre' when imprisoned here, and here Saintine (1798–1865) places the scene of his romance of 'Picciola.'—42⅔ m. *Meano* lies at the end of a gorge, on the left of which are the ruins of the Bec-Dauphin, one of the old frontier castles of Dauphiny. We quit the Alps, and vineyards begin to appear.—45¼ m. *Perosa-Argentina* or *Pérouse*.—56 m. (90 km.) **Pinerolo** (1237 ft.; *Hôt. Campana; Cannon d'Oro; Brunetta*) in French *Pignerol*, is a town of 14,000 inhab.; see the *Blue Guide to Northern Italy*.

From Briançon to Vallouise and Ailefroide, 17 m. (28 km.) P.L.M. Autocar daily to Les Claux in summer (July 10th–Sept. 10th) in 1¼ hr. (10 fr.).—Rough road thence to Ailefroide in 1¾ hrs. There is an alternative approach to Vallouise from *L'Argentière-la-Bessée* (7 m.; p. 78; autocar daily in 1 hr.).

The **Vallouise**, situated to the S.W. of Briançon, and watered by the Gyronde, is one of the wildest of the Dauphiny valleys, overlooked by the limestone slopes of the Condamine and the granite spurs of the Pelvoux range. The gorges of Ailefroide form a remarkable natural feature. The valley offers the best approach to the High Alps of Dauphiny from the S.E. side and its upper end is much frequented by mountaineers. Of this region Whymper wrote after his first visit in 1861: "A more cheerless and desolate valley it is scarcely possible to imagine. It contains miles of boulders, débris, stones, sand, and mud; few trees, and they placed so high as to be almost out of sight. Not a soul inhabits it. The mountains are too steep for the chamois, too inhospitable for the marmot, and too repulsive for the eagle."

The road descends the valley of the Durance for 8½ m. then turns to the N.W. into that of the Gyronde. 10 m. *Les Vigneaux* has a church with wall paintings of the Seven Deadly Sins (1552).—13 m. **Vallouise** (3803 ft.; *Hôt. des Ecrins; *Château-Hôtel d'Ailefroide*, R. 14, D. 10, pens. 26 fr.; *du Mont-Pelvoux*) is a quaint old mountain village with crooked streets of sombre chalets and an interesting early 15th cent. church. The carriage road (somewhat rough) goes on to (15⅞ m.) *Les Claux*, a hamlet whence there is a choice of routes to (¾ hr. more) Ailefroide.

The stony bridle-path on the left bank of the Gyr offers charming glimpses of the gorge, seen through the woods. Walkers will find it preferable to cross the bridge over the Gyr and follow the cart-track that leads up the right bank, winding among the larch woods and meadows.—17 m. **Ailefroide** (4954 ft.; Chalet-Hôtel, July–Sept., R. 8, D. 8 fr.), a little group of chalets at the foot of the Rochers de Pellissier, is much visited in summer by mountaineers.

About 20 min. to the S.W. is the *Cascade de Claphouse*, formed by the Torrent de Celse-Nière. Almost opposite the waterfall, to the N., opens the *Combe de Capescure*, in which is the cavern or rocky hollow of the **Baume-Chapelue**, used as a retreat by the Waldensians when they were attacked by the soldiers of Charles VIII (1488). According to the legend they were smoked out, and 400 infants were afterwards found stifled in the arms of their dead mothers.

Though for all the passes and most of the ascents from Ailefroide good guides and ropes are essential no one should quit the district without visiting the *Refuge Cézanne* (1¼ hr. N.), and if possible also the *Refuge Tuckett* (3⅔ hrs. N.) and the *Tête de la Draye* (2 hrs. E.).—The chief ascent is that of ***Mont Pelvoux*** (12,944 ft.; 8 hrs.), a mountain with 7000 ft. of seemingly vertical cliffs overhang-

ing Ailefroide on the N.W. In spite of this formidable appearance the Pelvoux is not a difficult ascent. See the *Blue Guide to the French Alps.*

FROM BRIANÇON TO BARCELONNETTE VIÂ THE COL D'IZOARD AND COL DE VARS. 62 m. (100 km.), or 74½ m. (120 km.) allowing for the deviation to Aiguilles. P.L.M. Autocars daily in summer (July 1st–Sept. 15th) in 10–11½ hrs. (60 fr.), including a midday halt of 1½–2¾ hrs. at *Aiguilles*. This very varied and beautiful section of the 'Routes des Alpes' includes the passage of the Combe du Queyras between the two mountain passes.—An alternative route from Briançon to Barcelonnette is to take the train to Prunières (p. 76) and to proceed thence by omnibus (see p. 76).

From the station the road runs S.E. to climb the valley of the Cerveyrette.—6¼ m. *Cervières* (4500 ft.; Hôt. du Club-Alpin; Faure-Vincent).—10¾ m. *Chalets d'Izoard*, on the right.—Farther on is (12 m.) the *Refuge d'Izoard* (c. 7550 ft.), one of the six 'Refuges Napoléon' (p. 75), in a very sheltered situation on the N. slope of the pass. This is the usual starting-point for the ascent of the *Pic de Rochebrune* (10,906 ft.; 4 hrs.; extensive *View).

We ascend in zigzags to (12½ m., 20 km.) the **Col d'Izoard** or *d'Izouard* (7835 ft.), a pass considerably exposed to snow-drifts and avalanches. The descent (at first in loops) skirts the flank of a rocky circus known as the *Casse-Déserte*.—19¼ m. **Arvieux** (5105 ft.) is a hamlet situated on the Torrent de la Rivière, which the road follows. Beyond the hamlet of *Les Moulins* we enter the valley of the Guil and join (21¾ m.) the road from Guillestre to Abriès (see p. 78).

The autocars here turn to the left up the valley, calling at (23 m.) *Château-Queyras* (p. 78) and (28 m., 45 km.) **Aiguilles** (p. 78), where the midday halt is made. They then return past Château Queyras and resume the journey through the Combe du Queyras. For this divergence 12½ m. (20 km.) must be added to the distances as given below.

The direct route to Barcelonnette leads to the right through the Combe du Queyras, and as far as (32½ m.) *Guillestre* it is described on p. 78.

At Guillestre we diverge to the left from the road to Mont-Dauphin, and an ascent begins in abrupt zigzags on the slopes of a spur, with the valleys of the Rioubel on the left and the Chagne on the right.—Near the top we pass (42 m.) the *Refuge du Col-de-Vars* (c. 6560 ft.), another of the six 'Refuges Napoléon' (p. 75). The summit is reached at (42¼ m., 68 km.) the **Col de Vars** (6939 ft.), uninteresting except at the season of the Alpine flowers (June). As we descend, the high ridge of the Italian frontier is seen directly ahead.—48½ m. (78 km.) **St-Paul-sur-Ubaye** (4823 ft.; *Hôt. des Etrangers*) is a village of some size at the point where the road enters the valley of the Ubaye.

From St-Paul to Maurin, 8 m. (13 km.). The road mounts the upper valley of the Ubaye, which assumes an Alpine character.—2 m. *Grande-Serenne* (4990 ft.; Restaurant Alix) is the base for ascending the *Aiguille Foch* (10,676 ft.), renamed from the 'Aiguille Sans-Nom' in honour of the victor of 1918, and the *Aiguille de Chambeyron* (11,185 ft.), farther N., two difficult rock-peaks on the Italian frontier-ridge.—Beyond (2¾ m.) the *Castellet*, a ruined stronghold on a spur that almost blocks the valley, a rough road on the right ascends to (5 m.) the beautiful **Pont du Castellet* and (3 m.) *Fouillouze* (6170 ft.; Hôt. Meyran, primitive), a rustic hamlet in a charming glen.—The valley becomes more grim and forbidding. —5¾ m. *La Blachière* and (7 m.) *La Barge* are little oases of trees and meadows. The formidable cliffs of the Font-Sancte rise on the left.—8 m. (13 km.) **Maurin** (c. 6250 ft.), made up of the hamlet of *Maljasset* (Inns), *Combe-Brémond*, and *L'Eglise*, lies between the *Font-Sancte* (11,057 ft.; N.W.) and the Aiguille de Chambeyron (see above). The church has a curious inscription in the local patois recording its destruction in 1531 by an avalanche, and a niche (in the churchyard wall) for the reception of the coffins of those who die in winter when the ground is frozen hard. The neighbouring peaks were first explored in 1879 by Mr. Coolidge.—The *Lac de Praroüart*, ¾ hr. N.E., on the route to the Col de Longet (see below) is continually diminished by the fall of débris.—The *Col de Maurin* (8708 ft.) leads to Acceglio in Italy in 6½ hrs. (easy); the *Col de Longet* (8767 ft.) to Casteldelfino in 8 hrs.—The *Pointe-Basse de Mary* (10,266 ft.) is a good view-point, easily climbed in 4 hrs.; the ***Grand-Rubren*** (10,962 ft.), or *Riouburent*, to the N.E., is an easy but fatiguing climb of 5½ hrs. viâ the Col de Longet track and (2 hrs.) the *Cabane du Rubren* (7720 ft.).

A short distance below (52¼ m.) *Gleizolles* the Ubaye and the Ubayette meet; and here also the road from Italy viâ the Colle della Maddalena (p. 84) comes in on the left. —53 m. *Fort Tournoux* (1847) has a covered stairway (808 steps) hewn in the living rock and leading to the upper batteries.—53½ m. *Condamine-Châtelard* (4290 ft.; Hôt. du Commerce; Arnaud), one of the larger villages (305 inhab.) of the valley, is perched on a rock near the foot of the Col du Parpaillon, which leads to Embrun. We enter the *Pas de Grégoire*, a gorge barely wide enough for the passage of the road and the river. The so-called 'Oule,' formed by the river, is one of the largest pot-holes in the Alps.—57¼ m. *Jausiers* (4058 ft.; Hôt. Meyran), in a sheltered situation, was a refuge of the Waldensians in the 15th cent., until the revocation of the Edict of Nantes forced them to emigrate.

62 m. (100 km.) **Barcelonnette** (3720 ft.; *Hôt. des Alpes, du Nord*, under the same management; *du Cheval-Blanc*, R. 8, D. 10, pens. 25 fr.; *de la Marine*) is a little town (1990 inhab.) situated in the attractive valley of the Ubaye, which becomes very hot in summer.—Barcelonnette was founded in 1231 by leave of Raymond Bérenger IV, count of Provence and Barcelona, and was at first called Barcelone, the present form of the name being adopted some five centuries later. The valley was involved in all the frontier wars of Provence, and the town was alternately subject to Savoy and France, reverting to the latter in 1713. Early in the 19th cent. several of its inhabitants emigrated to Mexico, where they soon almost monopolised the textile trade. Many of them returned to their native valley with comfortable fortunes and built the substantial villas which surround the town;

souvenirs of their travels may be seen in the *Musée Chabrand* (E. side of the town). In the Grand' Place is a plaque commemorating Eugène Manuel (1775–1827), the fiery orator of the Restoration, who was born at Barcelonnette, and on the E. side rises the *Tour Cardinalis*, built probably in the 15th cent. on the site of a Roman tower.

The chief ascents from Barcelonnette are those of the *Grand-Séolane* (9525 ft.; not difficult, guide desirable) to the S.W., reached in 4½ hrs. viâ Les Agneliers (p. 195); and the *Grand-Bérard* (9997 ft.; easy), 5½ hrs. N. The views are disappointing.

FROM BARCELONNETTE TO CUNEO VIÂ THE COLLE DELLA MADDALENA, 62 m. (100 km.). Motor omnibus to the col in 3 hrs.; Italian motor omnibus thence to Cuneo in 4½ hrs. The road is free from snow from c. May 10th.—From Barcelonnette to (9¾ m.) *Gleizolles*, see p. 83. Just before reaching the village we diverge to the right from the road to Briançon and ascend the Ubayette.—13 m. *Meyronnes* (5245 ft.; Hôt. André). The battery of *Viraysse* (9138 ft.), the second fort on the left, is said to be the highest place in Europe occupied all the year round, after the observatory (9384 ft.) on the Pic du Midi de Bigorre (p. 414).—16½ m. *Larche* (5570 ft.; Hôt. Robert) is the French customs station. To St-Etienne-de-Tinée viâ the Pas de la Cavale, see p. 188.—The Italian customhouse is at (20 m., 32 km.) the **Colle della Maddalena** (6545 ft.), known also as the *Col de Larche* or *Col de l'Argentière*, a grassy opening between the white screes of the Punta della Signora (l.) and the pastures of the Pointe de la Gorge. The view towards Italy is superb. This is one of the easier passages over the Alps, and Francis I passed this way in 1515 with 21,000 men and 75 cannon, his vanguard of cavalry descending so rapidly upon the Papal forces that Gen. Colonna, when made prisoner, asked whether the French had come from the clouds. Parts of the 'chemin des canons,' along the left bank of the Ubayette, may still be traced. Napoleon recognized the importance of the pass, and decreed that the 'imperial road from Spain to Italy' should be carried over it.

We descend past the *Lago della Maddalena* and zigzag down the left bank of the Stura di Demonte.—24¼ m. *Argentera* (5560 ft.; Inn) is the first Italian village.—Beyond (27 m.) *Bersezio* the striking defile of *Le Barricate* (forced in 1515) is traversed.—40½ m. *Vinadio* (2950 ft.).—46½ m. *Demonte* has a ruined 16th cent. fortress memorable for its sieges in almost every war between France and Savoy.—57½ m. **Borgo San Dalmazzo** (2040 ft.; *Hôt. Delfino; Tre Galli*), where we join the road from Nice (p. 190), and thence to (62 m.) *Cuneo*, see the *Blue Guide to Northern Italy*.

From Barcelonnette to *Digne*, see p. 193; to *Nice* viâ the Col de la Cayolle, see Rte. 23B.; viâ the Col d'Allos, see Rte. 23C.; to *Prunières* and *Gap*, see p. 76.

From Briançon to *Grenoble* by railway, see Rte. 12C.; viâ the Col du Lautaret, see p. 67; to *St-Jean-de-Maurienne*, see p. 71; to *Nice* viâ the Route des Alpes, see pp. xxviii, 194.

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Approaches. The main railway routes from Paris to Nîmes and from Paris to Provence and the Riviera start from the Gare de Lyon, and are identical as far as (474½ m.; 764 km.) Tarascon.

From Paris to Nîmes, 492 m. (792 km.), railway viâ Lyons and Tarascon in 11½–14 hrs. (243 fr. 80, 158 fr. 95, 100 fr. 15 c.). From Paris to *Lyons*, see below; from Lyons to *Nîmes*, see Rte. 17.

From Paris to Avignon, Marseilles, Cannes, Nice, Monte Carlo, Mentone, and Ventimiglia, 697 m. (1122 km.), railway in 17½–25½ hrs., viâ Dijon, Lyons, and the Rhône Valley (345 fr. 25, 225 fr. 40, 141 fr. 80 c.). From Paris to *Lyons*, 318 m. (512 km.) in 7¼–10 hrs. (157 fr. 45, 102 fr. 80, 64 fr. 75 c.); from Lyons to *Marseilles*, see Rte. 14; from Marseilles to *Ventimiglia*, see Rte. 21.

There are 7 trains daily to Mentone, 8 to Nice, and 11 to Marseilles by this route, all calling also at Laroche-Migennes, Dijon, Lyons, Valence, Toulon, and St-Raphaël-Valescure. The fastest time is made by the 'Côte-d'Azur-Rapide,' a train de luxe leaving Paris c. 7.30 p.m. The 'Calais-Méditerranée' train de luxe, 10 min. later, does not call at Marseilles. Extra charges, in addition to 1st class fare, are as follows: couchette from Paris to Avignon or beyond, 90 fr. 40 c. in a train de luxe, 69 fr. 50 c. in a train rapide; berth in a wagon-lit in the Calais-Méditerranée express from Paris to Nice 292 fr. 50, to Mentone 298 fr. 95 c. The supplement in the Côte-d'Azur-Rapide is slightly higher. Lits-salons, see p. xxvii.

Fares from London viâ Boulogne or Calais: to *Marseilles*, £6 6*s.* 11*d.*, £4 6*s.* 2*d.*; to *Nice*, £7 2*s.* 4*d.*, £4 16*s.* 2*d.*; to *Mentone*, £7 4*s.* 2*d.*, £4 17*s.* 5*d.*—Viâ Dieppe or Havre: to *Marseilles*, £5 9*s.* 9*d.*, £3 12*s.* 8*d.*; to *Nice*, £6 5*s.* 2*d.*, £4 2*s.* 9*d.*; to *Mentone*, £6 7*s.* 1*d.*, £4 4*s.* Fares to *St-Raphaël* and *Cannes* are slightly less than those to Nice, fares to *Monte Carlo* slightly more. Return tickets available for 45 days are issued at a considerable reduction.

Other Routes. The railway routes to Nîmes viâ Lyons and Le Teil (Rte. 17B), and to the Riviera viâ Nevers and Nimes or viâ Grenoble and Digne (comp. Rtes. 5, 25) are not recommended as through routes as the trains are slow and many changes are involved. Travellers by road, however, will do well to vary the conventional route viâ Dijon and the Rhône valley by one of the alternative roads through Nevers, Moulins, Thiers, Le Puy, and Nîmes, or from Dijon viâ Bourg and Ambérieu to Grenoble, where the *Route des Alpes* (p. xxviii) is joined. These are both high-level routes, however, and are often impassable in winter on account of snow.

Rhône Valley. The Rhône, in its lower straight course of 230 miles between Lyons and the Mediterranean, separates the Lyonnais and Languedoc, on the right or W. bank, from Dauphiny and Provence, on the left or E. bank. Railways run closely parallel with the river on both sides, but most of the important towns on or near the Rhône lie on the E. bank, Nimes being a notable exception. Willow-clad islets in the broad and brimming stream, ruined castles on the commanding heights, little towns along the banks, and the changing character of the

flora as we approach 'le Midi,' lend a pleasant variety to the scenery, while side valleys permit occasional glimpses of the snow-clad Alps on the E. and of the lower volcanic hills on the W. The Rhône is navigable from the sea to just above Lyons, but there is no passenger steamer service. A colossal scheme is on foot to regulate the river from the Lake of Geneva downwards, so as to improve and extend the navigation and to harness its stream for hydraulic power and irrigation.

PROVENCE, the French province under the ancient régime, is now represented by the departments of *Vaucluse* (chief town, Avignon), *Bouches-du-Rhône* (chief town, Marseilles), *Basses-Alpes* (chief town, Digne), *Var* (chief town, Draguignan), and *Alpes-Maritimes* (chief town, Nice). It did not include the papal Comtat Venaissin (now part of Vaucluse), nor the county of Nice (now part of Alpes-Maritimes). The small independent principality of Monaco forms an enclave in the Alpes-Maritimes. In the course of history, however, the term has at different times indicated very different areas. The Roman Provincia of Gaul, whence the name 'Provence' is derived, included also Languedoc and Dauphiny until the barbarian invasions restricted it to the region bounded by the Rhône, the Alps, and the Mediterranean. On the other hand, the *Provenza* of the troubadours, whose glory culminated in the 12th and 13th cent., included all the lands in which the Langue d'Oc (p. 209) was spoken; i. e. the whole of France S. of a line describing an irregular curve to the N., between the Gironde on the W. and Savoy on the E., or, approximately, the area described in the present volume on Southern France. This is the region of Provençal literature and of the Provençal language in all its many dialects; and in this sense the name is used by the Félibres (see p. 89), the promoters of the modern Provençal renaissance: "par Provence nous entendons le midi de la France tout entier."

Provence, in the narrower sense, has a lovely coast and many mountain scenes of beauty and grandeur, but its wider landscapes, most 'characteristic' under the burning rays of summer, when travel is a burden, owe more to their romantic associations than to their physical attractions. It is bounded on the W. by the Rhône, which flows by Avignon, the city of the popes, and at Arles divides into two branches embracing the strange delta of the Camargue, with its legends of Mary Magdalen. In the Rhône valley are most of the famous Roman remains of Provence—at Orange, Arles, and St-Rémy—though Fréjus, on the S. coast, must not be forgotten. Between Avignon and Arles the Rhône is joined from the E. by the Durance, descending in a wide curve from the French Alps, far to the N., through a valley with many small but historic towns. The rest of the province is on the whole mountainous. The Provençal Alps, a S. extension of the Dauphiny Alps, are of a somewhat arid character, with a fiery summer climate and a vegetation becoming more and more Southern as the Mediterranean is approached. The Maritime Alps, the 'hinterland of the Western Riviera,' form a great knot of rugged granite summits, bounded on the W. by the valleys of the Var and the Ubaye and extending E. across the Italian frontier. They present scenery of great beauty and even sublimity, and rising to 7000 ft. at a distance of only 15 m. from the coast offer climatic summer stations easily reached from the winter resorts of the Riviera. In S.E. Provence, close to the sea, rise the isolated crystalline groups of the Montagnes des Maures and the

Estérels, contributing alike to the picturesque coastline and the delightful climate of the littoral at their foot. Provence produces large quantities of wine and olive oil and is famous for its fruit, vegetables, and flowers cultivated both for ornament and for the manufacture of perfumes. An 18th cent. writer quaintly styles South or Basse Provence "une gueuse parfumée," because, while it yields little grain, it is fragrant with groves of oranges, lemons, and olives, besides palms, fig-trees, lentiscus, mimosas, and a wealth of aromatic shrubs and lovely flowers.

Stretching along the Mediterranean from Toulon to Nice, with a charmingly varied seaboard, and extending inland to Grasse and Draguignan, is the narrow coast-strip known as the **French Riviera** or *Côte d'Azur*, a famous refuge from the rigours of northern winters, combining a usually warm and serene winter climate with striking picturesque beauty. Here, in a land of blue skies and blue seas, with white-walled red-roofed towns and villas amid a luxuriant semi-tropical vegetation and brilliant flowers, contrasting with the sterner greens and greys of the mountains that screen it on the N., stand in order the well-known 'villes d'hiver'—Hyères, St-Raphaël, Cannes, Antibes, Nice, Beaulieu, Monte Carlo, Mentone, and the rest. But even in this favoured region cold and storms are not unknown, for the 'three scourges of Provence' are the Durance (comp. p. 80), the Parlement (see below), and the Mistral, the cold, dry, and violent N.W. wind that sweeps down from the Alps.

From a very early period Greek-Phocæan colonies began to be established on the coast of what is now Provence, the most illustrious being Marseilles, founded in 600 B.C. The Romans, summoned for the second time, in 124 B.C., to the assistance of these against the attacks of the native Ligurians, proceeded to conquer the country for themselves; but though Marius reduced the land and inflicted a severe defeat on the Cimbri and Teutones near Aix in 102 B.C., the monument of final victory was not erected by Augustus at La Turbie (p. 202) until 6 B.C. The later capital of the Roman province was Aix, though Arles speedily rose to even greater importance. Burgundians, Ostrogoths, and Franks next possessed the land, and in the 9th cent. Arles emerges as the capital of a kingdom of Provence or Arles, which lasted about a century. Between 884 and 889 the Saracens established themselves on the Montagnes des Maures, and thence they ravaged the country until their expulsion in 973. The 12th and early 13th cent. saw the most famous period of the troubadours, who carried their 'gai science' from town to town and from castle to castle of the numerous counts and barons. Avignon, Arles, and Les Baux had noted Courts of Love, where romantic points of gallantry and homage to fair ladies were formally discussed. Provence passed in 1246 to Charles of Anjou, afterwards king of Sicily and Naples and ancestor of Queen Joan (d. 1382), who sold Avignon to the pope, and of 'le bon roi' René (1409–80), titular king of Sicily, who was the last independent count of Provence. For Charles of Maine, chosen by René as his successor, died without issue in 1481, bequeathing his countship to Louis XI of France, and in 1486 Provence was formally united to France. The parlement established at Aix by Louis XII in 1502 earned its inclusion among the 'scourges of Provence' (see above) by its ruthless destruction of 29 Vaudois villages in 1545 and by its general corruption. In 1536 Charles V invaded Provence in a vain attempt to retain it within his empire. Since then the outstanding events in the history of the province have

been the commotions caused by the League at Marseilles and Aix under Henri III; the invasion by an Austrian-Sardinian army in 1707 during the War of the Spanish Succession; the annexation of the county of Orange in 1713 and the Comtat Venaissin in 1791; the capture of Toulon by the Convention in 1793; the landing of Napoleon I at Golfe Juan in 1815; and the annexation of Nice in 1860.

On May 21st, 1854, Joseph Roumanille (p. 115) and six young Provençal poets (Mathieu, Aubanel, Tavan, Giéra, Brunet, and Mistral), at the castle of Fontségugne (p. 109), near Avignon, founded the **Félibrige,** an association for the preservation of the language, literature, characteristics, and customs of Provence: "car telle qu'elle est la Provence nous plait." The members are called 'félibres,' from an ancient word of uncertain meaning, discovered and adopted by Frédéric Mistral (p. 100), the greatest of them all.

14. FROM LYONS (PARIS) TO MARSEILLES

RAILWAY from *Lyons*, 217½ m. (350 km.) in 5–7 hrs. (107 fr. 65, 70 fr. 30, 44 fr. 30 c.); to *Vienne*, 20 m. (32 km.) in 30–50 min. (9 fr. 85, 6 fr. 45, 4 fr. 5 c.); to *Valence*, 66 m. (106 km.) in 1½–3 hrs. (32 fr. 60, 21 fr. 30, 13 fr. 40 c.); to *Orange* 125½ m. (202 km.) in 3½ hrs. (62 fr. 10, 40 fr. 55, 25 fr. 55 c.); to *Avignon*, 143 m. (230 km.) in 3 4 hrs.—Through trains from *Paris* to *Marseilles* (535½ m., 862 km.) in 12¼–14 hrs. (265 fr. 5, 173 fr. 10, 109 fr. 5 c.); to *Avignon* (460 m., 742 km.) in 10½ 11 hrs. (228 fr. 15, 149 fr., 93 fr. 85 c.).—An alternative route follows the right bank of the Rhône from Lyons to Pont-d'Avignon (p. 122; 146 m., 235 km.).

ROAD, 269 m. (433 km.).—We leave Lyons by the Rue de l'Université (Pl. E 1) and the Route de Vienne.—18 m. (29 km.) **Vienne** (see below).—52 m. (84 km.) *Tain* (p. 92).—63 m. (101 km.) **Valence** (p. 92).—90½ m. (146 km.) *Montélimar* (p. 96).—123½ m. (199 km.) *Orange* (p. 98).—140½ m. (226 km.) **Avignon** (p. 102). —237½ m. (382 km.) *Salon* (p. 109).—269 m. (433 km.) **Marseilles** (p. 127), entered by the Avenue d'Arene (Pl. C 1).—For the mountain route (242½ m., 390 km.) viâ Grenoble, see pp. 34, 137.

Lyons (Perrache), see Rte. 4. We cross the Rhône and obtain successive views (r.) of Lyons and the Monts du Lyonnais.—At (13 m.) *Chasse* a line diverges on the right for (3 m.) *Givors* (p. 33) on the lines to St-Etienne and Nîmes.—Beyond (18 m.) *Estressin* we traverse two tunnels separated by a bridge over the Gère.

20 m. (32 km.) **VIENNE,** an ancient and rather gloomy town (21,861 inhab.), penned in between the Rhône and the hills to the E., is especially interesting for the many relics of the Roman occupation. (Plan, see p. 92).

Hotels. DU NORD (Pl. a; B 2) Place de Miremont; DE LA POSTE (Pl. b; B 3), Cours Wilson.

Restaurant. *Guieu,* Boul. de la Pyramide (Pl. A 4).

Post Office, Av. Victor Hugo (Pl. B 3).—SYNDICAT D'INITIATIVE, *Les Amis de Vienne,* 12 Place du Palais.

History. The chief town of the Allobroges became a Roman colony, under the name of *Vienna Senatoria*, and capital of a province of Gaul. As the strategic key of one of the narrowest parts of the lower Rhône valley it was later selected as capital of the kingdom of Burgundy (413–534) and the kingdom of Arles (879–1032). Its powerful archbishops, who bore the title of Primate of the Gauls, divided its territory with the Dauphins of the Viennois until the accession of Louis XI, when the city was added to the province of Dauphiny (p. 3).

At the Revolution the archiepiscopal see was merged in that of Lyons. A famous native of Vienne was François Ponsard (1814–67), the dramatic poet.

The most conspicuous building in the town is the church of ***St-Maurice** (Pl. B 2), the former cathedral, at the top of a broad flight of steps descending towards the Rhône. The W. front, begun in the 14th cent., was mutilated by the Protestant troops of Baron des Adrets in 1567, but its three portals and the decoration of the lower story are well worth examination. The central portal (15th cent.) with twisted columns is an admirable example of late-Gothic. The upper stories (1500-32) were built of inferior stone and are more or less without character.

The NAVE dates from the 12th century. On the right is the *Tomb of St. Leonianus, an admirable piece of 7th cent. stone-engraving, with an epitaph added 300 years later. In the N. aisle are several 12th cent. tomb slabs and over the N. door, a sculptured Zodiac; the S. porch shows curious bas-reliefs (12–13th cent.). The pretentious mausoleum of Card. de Montmorin in the 13th cent. CHOIR is by Michael Angelo Slodtz (1714), a follower of Bernini.

The street beside the gateway of the old Archbishops' Palace facing the N. door of the church leads (r.) to the Place du Palais, in which stands the ***Temple of Augustus and Livia**, a smaller and blacker version of the Maison Carrée at Nîmes. This consists of a rectangular cella with a portico of six Corinthian columns in front and six on each side. The dedication was deciphered in 1755 from the disposition of the nail-holes on the front frieze, the last relic of the original bronze inscription.

From the Place du Palais we follow the old Rue des Clercs, passing (r.) the house in which Ponsard (see above) was born (tablet) and noting the interesting courtyards at Nos. 14–18. At the end is the unfinished church of *St-André-le-Bas* (Pl. B 2), mostly of the 12th cent., with a good steeple. We enter beneath a sort of flying buttress. The fluted pilasters of the nave are of unusual design; the columns of the choir seem to have come from another building. The return to the centre of the town should be made by the Rue Marchande and Rue des Orfèvres (courtyards at Nos. 7 and 11).—In the Place de Miremont is the **Musée** (10–12, 2–4 or 5; free on Sun. and Thurs.), noteworthy for Roman remains found in the neighbourhood, among which is a beautiful woman's head, in ivory, and for an admirable collection of French china. Opposite is the *Municipal Library*.

From the square in front of the cathedral the Quai Jaurès leads to the former church of **St-Pierre** (Pl. A 3), a 12th cent. building with older portions (?6th cent.), now containing the *Lapidary Museum*. The nave and choir are occupied by Roman marbles and mosaics, while in the *Chapelle de Poisieu*

(12th and 15th cent.), S. of the apse, are the 12th cent. tympanum from the original doorway of the church, and other mediæval remains. Beyond St-Pierre we may cross the *Public Garden*, in which a section of the Roman Via Aurelia has been exposed, and follow the Rue d'Avignon to (c. 5 min.) the **Aiguille* (Pl. A 4), a four-faced arch surmounted by a pyramid, which stood in the centre of the vanished Roman circus.

The conspicuous tower of **Ste-Colombe** (Pl. A 2), on the other side of the Rhône, was erected in 1319 by Philip VI to guard what was then the frontier of France. In the adjoining church is a good 15th cent. marble group.

To the E. of Vienne rises *Mont Pipet* (800 ft.). On its slopes are some traces of a Roman theatre, and on the summit are the ruins of a 13th cent. castle on Roman foundations. The colossal Virgin is modern. On the way down we may visit *St-André-le-Haut* (Pl. C 2), a well-proportioned Louis XIV church.

From Vienne to Le Grand-Lemps, 33½ m. (54 km.), steam tramway in 3¼ hrs. —The tramway follows the quay and ascends the river Gère.—15 m. *St-Jean-de-Bournay* (2046 inhab.), a boot-making village also on the tramway from Lyons to La Côte-St-André (p. 34), was called *Toile-à-Voile* during the Revolution, from its sailcloth industry. We cross the wooded plateau of the Forêt de Bonnevaux and descend sharply.—28 m. *Le Mottier* has a well-preserved 11th cent. church.—33½ m. *Le Grand-Lemps*, see p. 36.

Beyond Vienne the railway continues to follow the left bank of the Rhône.—32½ m. *Le Péage-de-Roussillon* (Hôt. du Commerce), a village which sprang up in the 13th cent. when the main road along the river was diverted into the plain and the lords of Roussillon set up a toll-gate (péage). The town of *Roussillon*, ¾ m. E., preserves the château (1533) where Charles IX signed the edict fixing Jan. 1st as the beginning of the civil year.—38 m. (61 km.) **St-Rambert-d'Albon** (*Buffet; Hôt. de la Tête-d'Or*) is the junction for Peyraud and Annonay (p. 118) and for Rives.

From St-Rambert to Rives, 34¾ m. (56 km.), railway in 1¾ hr. ascending the Valloire valley.—6¼ m. *Epinouze* is the station for (3 m. S.E.) *Moras* (Hôt. du Lion-d'Or), a quaint little town of mediæval appearance.—At (13 m.) *Beaurepaire* (2382 inhab.; Hôt. du Lion-d'Or) are a church and several houses of the 15th century.—23 m. *La Côte-St-André P.L.M.* is the junction for the tramway from St-Marcellin (p. 41) to La Côte-St-André-Ville, 3¾ m. N. (p. 34).—27¼ m. *St-Etienne-de-St-Geoirs* retains some remains of its old fortifications, a 14th cent. chapel, and 15th cent. houses.—Beyond (31 m.) *Izeaux* we cross the Col de Beaucroissant (1414 ft.) and descend into the valley of the Fure, enjoying a good view of the Chartreuse and Belledonne ranges.—34¾ m. *Rives*, see p. 36.

42 m. *Andancette* is connected, by a bridge across the Rhône, with Andance (p. 119).—45½ m. *St-Vallier* (Hôt. Terminus, R. 8 fr.; des Voyageurs), a pottery-making town (3872 inhab.) at the mouth of the Galaure, preserves the Gothic Château de Chabrillan, the home of William, last count of the Valentinois and brother of Diane de Poitiers.

From St-Vallier to Le Grand-Serre, 19½ m. (31 km.), light railway in 2¼ hrs.—We enter the valley of the Galaure, which forms the rugged *Gorge de la Rochetaillée*, dominated by a ruined castle of the dauphins of Viennois.—3¾ m. *St-Uze*, an industrial village.—10 m. *Châteauneuf-de-Galaure*.—13¾ m. *Hauterives*.—19¼ m. (31 km.) *Le Grand-Serre* (Inn), the market of the Galaure, has a 13th cent. church and preserves its old walls with five gateways. A continuation of the railway to Roybon and *St-Marcellin* (p. 41) is projected.

The main line crosses the Galaure and reaches (49¾ m.) *Serves-Erôme*, with a ruined castle.—The valley of the Rhône, gradually narrows to a defile as we approach (54½ m., 88 km.) **Tain** (*Hôt. de l'Hermitage*), a small town (2611 inhab.) opposite Tournon (p. 119), to which it is joined by two bridges. In the Place de l'Hôtel-de-Ville stands a ' taurobolium ' or altar used for the sacrifice of bulls, dating from 184 A.D. The famous vineyard of *L'Hermitage*, whose produce is drunk all over Provence, is named from a hermit's cell (? 1225) on the hillside to the E.

The light railway from Tain to (11¼ m.) *Romans* (p. 40) crosses the plain where in 121 B.C. Quintus Fabius defeated the Allobroges and Arverni.—6¾ m. *Clévieux* is the junction for (12½ m. from Tain) *St-Donat-sur-l'Herbasse* (Hôt. Bernard), a wine-growing town (1598 inhab.) with an 11th cent. church and a castle of the same date.

On the left in the distance appear the Dauphiny Alps.—Beyond (60¼ m.) *La Roche-de-Glun* we cross the Isère, and the snowy mass of Mont Blanc may sometimes be distinguished at the head of its valley. Beyond the Rhône is the white castle of Chateâubourg (p. 119), succeeded, as we near Valence, by the ruins of Crussol.

65¾ m. (106 km.) **VALENCE**, the chief town (26,706 inhab.) of the department of the *Drôme* and the seat of a bishop, is the busiest place on the Rhône between Lyons and Avignon. The mediæval buildings in the old town are well worth a visit.

Hotels. De la Croix-d'Or (Pl. a; A 2), Place de la République, R. 18, D. 15 fr.; de Lyon (Pl. b; B 3), Av. de la Gare, R. 10, D. 10 fr.; de l'Europe (Pl. c; A 3), Av. Félix-Faure, R. 10, D. 14 fr.; d'Angleterre (Pl. d; A 3), Place Madier-de-Montjau, R. 8, D. 10, pens. 30 fr.; du Siècle (Pl. e; B 3), Rue Pasteur; de France (Pl. f; B 3), Boul. Bancel, R. 10, D, 8, pens. 24 fr.; du Grand-St-Jacques (Pl. g; A 3), Faubourg St-Jacques; des Négociants, 27 Av. Félix-Faure, near the station, R. 7, D. 8, pens. 20 fr.

Restaurants at the hotels; *Brasserie de Lyon*, Boul. Bancel.

Post Office (Pl. B 2), Place Championnet. — Syndicat d'Initiative, Rue Pasteur (Pl. C 2).

History. The Roman city of *Valentia Julia*, founded 123 B.C., was the last refuge of the usurper Constantine (d. 408) who raised Gaul and Spain against Honorius. The mediæval history of the town, nominally the capital of the duchy of Valentinois, resolves itself into a struggle against the rule of its bishops, from whom it was partially freed in 1450 by Louis XI. Of its university (founded 1542, suppressed 1793) the most famous professor was Justus Scaliger, the most famous pupil Rabelais. Napoleon studied at the artillery school here in 1785-91, lodging at No. 48 Grande-Rue, and Pius VI died here in exile in 1799 after being taken prisoner in the Vatican by the soldiers of the Directory. Rousseau, in his ' Confessions,' records a visit to Valence in 1737. The title of the duchy of Valentinois was held by Cæsar Borgia and by Diane de Poitiers, and is now hereditary in the family of the Prince of Monaco.

Valence was the birthplace of Emile Augier (1820–89), the dramatist, and Louis Gallet (1835–98), the librettist.

The station (Pl. C 3) is in the modern part of the town. We take the Rue Papin and follow the Boul. Bancel (l.) and the Av. Gambetta, which are the principal thoroughfares. On the left are the Champ de Mars and the pleasant Parc Jouvet (Pl. B 3); the streets on the right lead into the old town.

1
Lyon
Charavines
3
A
B
Gare de St. Colombe
STE-COLOMBE
RIVER RHÔNE
St. André Le-Bas
Hôtel de Ville
Palais de Justice
Tower
Temple of Augustus
St. Maurice
Musée
St. Pierre
Musée Lapidaire
P.O.
STATION
To Valence
R. GÈRE
Grenoble
St. André Le Haut
Roman Theatre
Mont Pipet
Hospital
VIENNE
0 ⅛ Mile
0 100 200
Mètres
To Lyon
Vienne
Romans, Bourg de Peage, Creet
VALENCE
0 ⅛ Mile
0 100 200 Mtrs.
Préfecture
St. Jean Baptiste
Hôtel de Ville
Theatre
Le Pendentif
Cathedral
Musée
Palais de Justice
PONT DE ST-PERAY
R. RHÔNE
AV. GAMBETTA
P.O.
Synd. d'Init.
PARC JOUVET
CHAMP DE MARS
STATION
To Avignon
2

In the old Bishops' Palace is installed the *Musée* (adm. 1–4 or 2–5) containing a good Roman mosaic from Luc-en-Diois, some souvenirs of Napoleon, and the usual departmental picture-gallery. Adjoining is the **Cathedral** (Pl. B 2; *St-Apollinaire*), an 11th cent. building recalling the Auvergnat type of Romanesque architecture. The choir was poorly restored in 1730. The most conspicuous feature of the exterior is the W. porch, with good capitals, which is surmounted by a tall square tower. The interior is notable for the narrowness of the aisles. In the choir are a bust and monument to Pius VI (see p. 92), by Le Laboureur, a pupil of Canova. The curious square building N. of the cathedral, erected in 1548 as the monument of the Mistral family, is known as the *Pendentif* from the shape of its vault, the earliest of its kind in France. In the Rue Pérollerie, opposite, No. 7 is the ***Maison Dupré-Latour** (visitors ring), remarkable for the Renaissance doorway (1525) and stair-turret in its courtyard). The Judgment of Paris on the right door-jamb is particularly interesting. The **Maison des Têtes**, in the Grande-Rue, behind the cathedral, is named from the medallions beneath the first-floor windows. The sculptures in the courtyard are better preserved.—The church of *St-Jean-Baptiste* (Pl. B 1), rebuilt in 1847, preserves its original Romanesque tower.

On the other side of the Rhône are the town of *St-Péray* (p. 119) and the ruined castle of *Crussol* (1 hr. from Valence).

From Valence to Bourg-de-Péage, 17½ m. (28 km.), steam tramway in 2¼ hrs.—6¾ m. *Chabeuil* (Hôt. du Commerce) stands at the W. foot of the Vercors mountains, and may be made a starting-point for the *Gorges d'Omblèze* by taking the omnibus to (5 m.) *Peyrus* and going on by road to (9½ m.) La Vacherie (p. 94). 17½ m. *Bourg-de-Péage* (5286 inhab.) is a suburb of Romans (p. 40) on the opposite bank of the Isère.

The steam tramway from Valence to (16¾ m.) *Crest* (see below) passes (6¼ m.) *Beaumont-lès-Valence*, with an interesting 11th cent. church.

From Valence to *Grenoble* and *Chambéry*, see Rte. 7.

Beyond Valence the railway crosses a level plain dotted with mulberry trees.—71½ m. *Etoile* has a fine 12th cent. church.—76½ m. (123 km.) **Livron** (*Buffet; Hôt. de la Gare; de l'Univers*) is an uninteresting town (1556 inhab.), important as the junction for Die and Veynes. Another branch (through trains from Valence) crosses the Rhône to (3 m.) *La Voulte* (p. 119) and runs on to Privas (p. 120).

From Livron to Veynes, 72½ m. (117 km.) in 3½–4½ hrs (36 fr., 23 fr. 50, 14 fr. 80 c.); to *Die* in 1½–2 hrs. Through train from Valence in the morning to Veynes, 41 fr. 20, 26 fr. 90, 16 fr. 95 c.; to Die 21 fr. 85, 14 fr. 25 c., 9 fr.).—5½ m. *Allex-Grâne*.—11 m. (18 km.) **Crest** (pron. 'cré'; *Grand Nouvel-Hôtel; de France*), a busy town (3648 inhab.) with some quaint old houses, preserves a 12th cent. *Keep*, one of the largest in France, approached by a rock-hewn stairway. Fine view from the top (adm. on Sun. 2–6; visitors ring; gratuity).

Crest is a centre from which to explore the **Forêt de Saou** (motor there and back, 35 fr.), a huge wooded basin enclosed by a chain of limestone peaks. The road to Saou (omnibus in 1½ hr.) crosses (6¼ m.) the Col de Luncl (1214 ft.) and passes (8 m.) the 12th or 13th cent. abbey church of Saou. 8¾ m. **Saou** (1050 ft.; *Hôt. du Nord*), with the interesting remains of the abbey of *St-Tiers* (late 9th cent.), the old *Hôtel d'Eurre*, and the 14th cent. *Donjon de Lastic*, lies about 2 m. W. of the *Pertuis de la Forêt*, the natural rock gateway by which the waters of the Vèbre emerge from the forest basin. The return to Crest should be made viâ the Pertuis and (4½ m. from Saou) the *Pas de Lausens* (1443 ft.; views on the way up). There is an even finer prospect from the *Roche-Courbe* (5223 ft.; 5 hrs. from Saou), at the E. end of the forest.

A motor-omnibus (meeting the morning train) runs from Crest viâ Saou to (14¼ m. in 1½ hr.; 5 fr.) *Bourdeaux* (1500 ft.; Hôt. Petit; du Nord), an old town with a ruined castle.

Beyond Crest the line crosses the Drôme.—13½ m. **Aouste-sur-Sye,** once *Augusta,* was the birthplace (1848) of the poet Fabre des Essarts and is a starting-point for visits to the Forêt de Lente viâ the Gorges d'Omblèze. The cliffs of the Roche-Courbe (see p. 94) are prominent to the S.E.

From Aouste to St-Jean-en-Royans, 32¼ m. (52 km.); omnibus as far as Plan-de-Baix.—We follow the road to Die for 1¼ m., and then ascend the valley of the Gervanne to the left.—6½ m. *Beaufort-sur-Gervanne* (Inn) has ruins of a monastery and keep.—We ascend steeply, passing some curious weather-worn rocks, to the cultivated plateau on which lies (11 m.) *Plan-de-Baix* (c. 2520 ft.), at the foot of the Rochers de Vellan.—Farther on (12¼ m.) is the hamlet of *La Pipe*, with a mill close to the *Saut de la Druise*, formed by the Gervanne.—We next enter the **Gorges d'Omblèze*, 2½ m. long and from 120 to 150 yds. wide, through which road and river run side by side. 19¼ m. *La Vacherie* (c. 3010 ft.). —We cross the watershed between the basins of the Drôme and the Isère, and descend a little before reaching (21 m.) *Léoncel* (2985 ft.; Inn), interesting for its ruins of a Cistercian abbey founded in 1137. The old abbey church has a Romanesque nave and aisles; in the S. aisle is a remarkable wooden figure of Christ.—We go on through picturesque scenery.—32¼ m. *St-Jean-en-Royans*, see p. 40.

Beyond (15 m.) *Piégros-la-Clastre* the valley narrows, and we skirt the ridge bounding the Forêt de Saou.—20½ m. *Saillans* (952 ft.; *Hôt. Plumel), an ancient village, lies in a gorge overhung on the N. by fine crags, and on the S. by the cliffs of the Roche-Courbe.

An omnibus plies to (14 m. S.) *St-Nazaire-le-Désert* (1840 ft.), in the valley of the Roanne. The surrounding region or 'Désert' is one of the most barren plateaux in France, wind-swept and ravaged by torrents since its disafforestation.

Beyond (23 m.) *Pont-d'Espenel*, to the right of which lies the picturesque basin of Espenel, a skew-bridge carries the railway over the Drôme, thus avoiding crossing the Roanne, whose gorge is seen opening on the right.—Beyond (24¾ m.) *Vercheny*, noted for its white sparkling wine, the Drôme is again crossed.—29¼ m. *Pontaix-Ste-Croix*. The village of *Pontaix* (Inn), picturesquely situated a little downstream, preserves ruins of a feudal castle, and has a narrow street, partly vaulted, running parallel with the river.

About 7 m. N. is *St-Julien-en-Quint* (2265 ft.; Hôt. Bérard), the chief village in the wild Vallée de Quint, with a castle which was the last possession in France of the German emperors.—Diane de Poitiers was imprisoned here for a time. Farther to the N. is the Forêt de Lente (p. 40).

The valley of the Drôme expands a little as we quit Pontaix, but narrows again as the Suze falls in from the N. and

becomes pleasanter and more fertile. To the E. appear the cliffs and forests of the Glandasse. We recross the river before reaching Die.

33½ m. (54 km.) **DIE** (1310 ft.; *Hôt. de St-Dominique*, R. 6, D. 8, pens. 18 fr.; *des Alpes*, both in the Rue Nationale; *de la Gare*), the Roman *Dea Augusta Vocontiorum*, is a very ancient town (2772 inhab.) with cold mineral springs, situated near the confluence of the Drôme and the Meyrosse, at the foot of the Glandasse. During the religious wars of the 16th cent. Die had a somewhat stormy history. Until the revocation of the Edict of Nantes (1685) it had a Calvinistic university. 'Clairette de Die' is a white sparkling wine.

From the station the Avenue Sadi-Carnot ascends E. to the Rue Nationale, which traverses the town from end to end. To the right is the Place du Marché, with the post-office. We may follow the Rue Nationale as far as the viaduct over the Meyrosse for the sake of the view, then, retracing our steps, take the Rue St-Marcel (the first turning on the right), which leads to the *Porte St-Marcel*, a Roman triumphal arch of simple design, unfortunately built of soft stone and defaced by mediæval fortifications. Returning to the main street, we diverge by the first turning on the left to gain the Place de l'Horloge and the cathedral.

The **Cathedral**, partly demolished in 1570, was somewhat ruthlessly restored in 1673, but preserves a Romanesque and Gothic tower, now surmounted by a wrought-iron campanile. We enter the church by an interesting 11th cent. porch, with granite columns from a former temple of Cybele and curious carvings on its S. arch. Over the doorway are remains of a 12th cent. sculptured Passion, in which a Roman stone is embedded. In the interior may be noticed a Renaissance pulpit, woodwork and a high altar of the Louis XIV period, and (in the N. aisle) a tomb of 1678 surmounted by a Last Supper, with the donors in costumes of the Restoration.

The S. portal, by which we quit the church, has been known as the *Porte Rouge* since the murder of Bp. Humbert in front of it (1222) by the townsfolk whose liberties he threatened. A street on the left, near the main porch, leads to the *Protestant Church*, once a Roman Catholic chapel, with a carved Renaissance doorway (mutilated) bearing traces of episcopal arms. Opposite are several Renaissance houses. In the *Promenade de la Mairie*, occupying the former bishop's gardens, is a bust (by Mme. Clovis-Hugues) of the Comtesse de Die, a heroine of 12th cent. chivalry renowned for her romantic passion for Raimbaud d'Orange, the troubadour. The *Mairie* (for adm., apply to the concierge) contains a Gallo-Roman *Mosaic Pavement (from a baptistery of the 2nd. cent.), representing the rivers of the terrestrial paradise,

On the ground floor is a small museum of Roman antiquities, and in the wall of the court-room is a taurobolium (p. 92) with an inscription.

Mont Glandasse or *Mont Glandaz* (2244 ft.), the S. extremity of the great limestone plateau stretching from Grenoble to Die, may be ascended in 5½-6 hrs.; see the *Blue Guide to the French Alps*.

From Die a light railway, running viâ Pont-de-Quart (see below), ascends the valley of the Bez to (9¾ m.) **Châtillon-en-Diois** (1870 ft.; *Hôt. des Alpes; de France*) whence a road, diverging to the left from that over the *Col de Grimone* (4347 ft.) to (16¾ m.) *Lus-la-Croix-Haute* (p. 73), goes on viâ a tunnel beneath the Col de Menée (4810 ft.) to the station of (30½ m.) *Clelles-Mens* (see p. 72 and the *Blue Guide to the French Alps*).

To *Les Baraques-en Vercors*, see p. 52.

Beyond Die we ascend along the right bank of the Drôme, with the escarpments of Mont Glandasse on our left.—The *Château de la Salle*, above (38 m.) *Pont-de-Quart-Châtillon* (light railway to Châtillon, see above), was a residence of the bishops of Die.—42¼ m. *Recoubeau* (1640 ft.).—46 m. (74 km.) **Luc-en-Diois** (1900 ft.; *Hôt. du Levant*, R. 7, D. 7, pens. 16 fr.; *du Nord*), the ancient *Lucus Vocontiorum*, has yielded a number of antiquarian finds, notably the mosaic now in the museum of Valence.

An omnibus plies in 4 hrs. viâ (14½ m.) *La Charce* to (19½ m. S.W.) **La Motte-Chalançon** (1840 ft.; *Hôt. du Commerce*), a village with mineral springs and vineyards, and a market for the sequestered valleys of the Aiguebelle and the Oule, which meet here. About 6 m. farther S. is *Rémuzat* (p. 145), whence Nyons (p. 97) or Serres (p. 145) may be reached by omnibus.

From La Charce (see above) another by-road leads to (6 m.; 20½ m. S.E. of Luc) *Montmorin* (2525 ft.), the uppermost village in the valley of the Oule, and the birthplace of Philis de la Tour-du-Pin-la-Charce (1645–1703), the heroine who is said to have defended the passes of her native valleys against Victor Amadeus II of Savoy (1691–92).

We enter a defile of the Drôme and cross a viaduct, and beyond (50 m.) *Lesches-Beaumont* we pass through three tunnels and enter the valley of the Maravel.—54½ m. *Beaurières* (2441 ft.). The line makes a great curve and mounts (8 tunnels) to the ridge of mountains separating the department of the Drôme from that of the Hautes-Alpes. The summit is pierced by a tunnel 2¼ m. long, beneath the Col de Cabre (3872 ft.), the 'Gaura Mons' of the Itineraries.—We descend viâ (60¾ m.) *La Beaume-des-Arnauds* (2890 ft.; Hôt. de la Poste) and reach the fertile upland basin of the Buëch.—64½ m. *St-Pierre-d'Argençon*.—68¼ m. *Aspres-sur-Buëch*, and thence to (72½ m., 117 km.) **Veynes**, sec p. 73.

Beyond Livron the main line crosses the Drôme, affording a view of the hills of Diois, with the escarpment of the Roche-Courbe on the right.—78¼ m. *Loriol*.—Quitting (82½ m.) *Saulce* we cross the Tessone and approach the Rhône, on the opposite bank of which are the limestone quarries of Cruas and the ruins of Rochemaure on a steep basalt rock (p. 120).—93 m. (150 km.) **Montélimar** (*Hôt. de la Poste*, Place d'Aygu, R. 6, D. 9½, pens. 22 fr.; *des Princes*, Grande-Rue, R. 8, D. 10,

pens. 20 fr.; *de la Gare*, R. 10, D. 10 fr.) is renowned throughout France for its nougat. The town (9121 inhab.) is almost entirely modern, though the *Castle* (now a prison) dates from the 14th cent. and the church retains its 15th cent. apse. Emile Loubet, French President in 1899–1906, is a native of Montélimar.

A light railway ascends the valley of the Jabron from Montélimar to (18 m.) *Dieulefit* (2750 inhab.), a centre of French protestantism, whence a road goes on to (7½ m.) *Bourdeaux* (p. 94).

In summer a P.L.M. autocar runs viâ Le Teil to (31½ m.) *Vals-les-Bains* (p. 244).

98½ m. *Châteauneuf-du-Rhône* lies opposite Viviers (p. 121), whose cathedral stands out boldly on its commanding rock. We penetrate the Robinet de Donzère, the 'gate of Provence,' where the Rhône flows swiftly between steep cliffs.—102 m. *Donzère* stands at the foot of its castle rock which bears ruins of a stronghold (13–14th cent.) of the bishops of Viviers. The Romanesque church (of a vanished Benedictine priory) has a remarkable apse. The suspension bridge across the Rhône has more than once been blown down by the violence of the mistral rushing forth from the 'Robinet.'

The abbey of *Aiguebelle*, 9 m. N.E., is a 12th cent. Cistercian foundation, occupied since 1816 by Trappists (no adm.) and noted for the chocolate which they manufacture.

We cross the Berre and reach (107 m.; 172 km.) **Pierrelatte** (*Hôt. Terminus : de la Gare ; Larmande*), a small town (1739 inhab.), named from the limestone rock beneath which it shelters.

At *La Garde-Adhémar* (3 m. N.E.) are unusually fine ruined ramparts and a Romanesque church with an apse at either end, a plan almost unique in France.

FROM PIERRELATTE TO NYONS, 26 m. (42 km.) in 1¾–2¾ hrs. (12 fr. 90, 8 fr. 45, 5 fr. 30 c.).—4½ m. (7 km.) **St-Paul-Trois-Châteaux** (*Inn*), the Roman *Augusta Tricastinorum*, was the seat of a bishop from c. 100–1792. The former **Cathedral* (12th and early 13th cent.) is remarkable for the classical inspiration of its details, for the elaborate finish of its construction, and for the number and variety of masons' marks which still survive. At *St-Restitut*, 1¾ m. S.E., is a fine 12th cent. church with a curious detached tower covering the tomb of St. Restitutus, first bishop of St-Paul.—6¾ m. *Montségur* is 1¾ m. N. of the Romanesque church of *La Baume-de-Transit*, notable for its apsidal transepts.—11¾ m. *Chamaret-Grignan* is the terminus of a steam-tramway for (11 m.) *Taulignan*, viâ (2½ m.) **Grignan** (*Restaurant Loubet*), which preserves the interesting *Château* (adm. Mon. and Fri. afternoon) of the counts of Grignan. Marie de Rabutin-Chantal, Marquise de Sévigné, the famous and affectionate mother of a not too appreciative Comtesse de Grignan, died in 1696 at the château. Her tomb, in the 16th cent. church of *St-Sauveur*, is a simple slab of white marble; her statue adorns the Place de l'Hôtel-de-Ville; and many of her famous letters are dated from the *Grotte de Rochecourbière*, ¼ hr. S.W.—17½ m. (28 km.) **Valréas** (*Hôt. Blanc*), a papal city from 1317 to 1562 (3305 inhab.), preserves a 12–14th cent. church. The Hôtel de Ville occupies a mansion partly of the 16th century.—26 m. (42 km.) **Nyons** (2355 inhab.; *Hôt. des Voyageurs & du Louvre*), on the Eygues, is mentioned by Ptolemy as *Noviomagus* and is interesting for the mediæval *Quartier des Forts*, with old houses and ramparts. The *Devès* (1700 ft.), ascended in 40 min., commands a fine view of the town. Road (40 m.) to Rémuzat and Serres, see p. 145.

113½ m. *Bollène-la-Croisière* is the station for (7½ m. E.) *Suze-la-Rousse* which has a castle of the 14th and 16th centuries. We pass three unimportant stations and cross

the Eygues. The pyramidal Mont Ventoux, the dominating feature of the Provençal landscape, appears on the left.

125½ m. (202 km.) **ORANGE** (7742 inhab.), which stands between the little river Meyne and a low but prominent hill, is famous for its Roman theatre and triumphal arch.

Hotels. DE LA POSTE ET DES PRINCES (Pl. a; B 1), 9 Av. de l'Arc-de-Triomphe, R. 7, D. 12, pens. 30 fr., clean; DE L'EUROPE, Av. de la Gare, R. 8, D. 8½, pens. 22 fr.; DU LOUVRE, 18 Av. de la Gare (Pl. D 2), R. 6, D. 8, pens. 22 fr.; MODERN (Pl. b; C 2), 27 Av. de la République; ARÈNE, HECTOR, unpretending, Place des Langes (Pl. B 2).

Post Office (Pl. C 2), Place de la République.

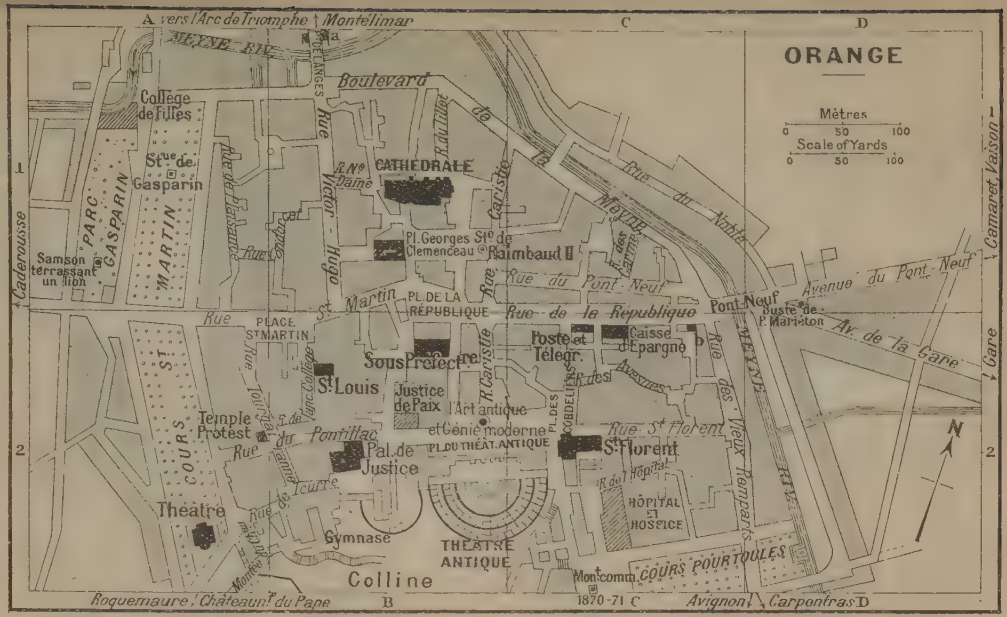
Syndicat d'Initiative, Av. de la Gare.

History. Orange, the Gallic *Arausio*, was an important Roman colony by the time of Augustus, and suffered severely at the hands of the Alemanni and Visigoths. The counts of Orange, created by Charlemagne, took the title of prince in the 13th cent., and the principality, by intermarriage, passed to the House of Nassau, of which William III of England was a member. In 1622 Prince Maurice of Nassau elaborated the fortifications of the city, and furthered the work of the Visigoths by using the Roman monuments as his quarry. These fortifications were razed by Louis XIV in 1660, and the town was formally assigned to the French crown by the Treaty of Utrecht (1713).

The ***Roman Theatre** (Pl. B, C 2; adm. 2 fr.) was hollowed out of the hill S. of the town, probably about the time of Hadrian. Towards the town it presents a huge flat façade, with three doors surmounted by a blind arcade and a row of holes for the posts that held up the velarium, or canvas cover which protected the audience from sun and rain. These stage-doors admitted the actors to the post-scenium, which now contains sculptured fragments. The cavea, or semicircular auditorium, in which the five lowest rows of seats have been preserved or restored, originally held 42,000 spectators, and can now accommodate 18,000 at the open-air performances given yearly at the beginning of August. On one of the rows the word 'Equites' indicates the knights' seats. In front of the stage may be seen traces of the trench into which the curtain was lowered at the beginning of the play.

The ruins on the right of the theatre are supposed to represent the old Gymnasium. Among them have recently been found the foundations of a large temple, dating perhaps from the reign of Augustus.—Behind the theatre rises the *Colline St-Eutrope* (footpaths) crowned by a colossal Virgin.

The streets in front of the theatre lead to the Place de la République and the *Hôtel de Ville* which has a belfry of 1671. Farther on is the church of *Notre-Dame* (Pl. B 1), the former cathedral, which has an unusually wide nave (1085–1126), but has been very much mutilated and patched up at various dates. We cross the Meyne by the Pont de Langes to reach the ***Triumphal Arch,** the most remarkable arch of its kind in France for its wealth of decoration. It has three openings and the entablature is upheld by 12 Corinthian columns. The N., E., and S. faces are adorned with reliefs of naval and military trophies and processions, mythological figures, flowers and fruit. The W. front has been restored without


ORANGE
Mètres
0 50 100
Scale of Yards
0 50 100
A
B
C
D
1
2
Vers l'Arc de Triomphe
Montélimar
Roquemaure
Châteauneuf du Pape
Avignon
Carpentras
MEYNE RIV.
Boulevard
College de Filles
Ste de Gasparin
PARC GASPARIN
Samson terrassant un lion
COURS St MARTIN
Rue Victor Hugo
Rue Caderousse
Rue Camaret Vaison
Rue de la Cathédrale
Rue du Mistre
Rue des Carmes
Rue du Pont Neuf
Avenue du Pont Neuf
Pont Neuf
Statue de P. Mariston
Av. de la Gare
Gare
N.Dame CATHEDRALE
Pl. Georges Ste de Clemenceau
Rambaud II
PL. DE LA RÉPUBLIQUE
Rue de la Republique
PLACE St MARTIN
Rue St Martin
Rue Tourneau
Rue Jean Coulet
Sous Préfecture
Poste et Télégr.
Caisse d'Epargne
Rue des Arènes
Rue des Vieux Remparts
St Louis
Justice de Paix
Temple Protest.
Rue du Pontillac
Pal. de Justice
l'Art antique et Génie moderne
PL. DU THÉAT. ANTIQUE
PL. DES CORDELIERS
St Florent
Rue St Florent
Rue de l'Hôpital
HÔPITAL ET HOSPICE
Théatre
Rue de la Tourre
Rue Pourtoules
Gymnase
THÉATRE ANTIQUE
Colline
Montcomm
COURS POURTOULES
1870-71
N

decoration. In the middle ages the princes of Orange used the arch as a sort of keep; it was battlemented and loopholed, and called the *Château de l'Arc.*

Sérignan, 5 m. N. of Orange on the road to Valréas, was the last home of the entomologist Henri Fabre (1823–1915), 'the insects' Homer.' His house, at the entrance to the village, is to be made a centre for entomological study (adm. free).

From Orange to Vaison, 17½ m. (28 km.), tramway in 1½ hr. (5 fr. 80, 3 fr. 65 c.), viâ (3¾ m.) the old fortified town of *Camaret.*—**Vaison** (2010 inhab.; *Hôt. d'Orient*), a flourishing Roman town in the 5–6th cent., is principally remarkable for its former **Cathedral*, on the right bank of the Ouvèze, a Romanesque building of the 11–12th cent., the two lesser apses of the choir being a survival from a structure of the 9th cent. or earlier. The 11th cent. cloister contains a lapidary museum. Higher up is the church of *St-Quenin*, with a 12th cent. choir and a 17th cent. nave. A road on the left of the Av. de la Gare as we return leads to the Place du Marché and (l.) to the Colline de Puymin, on the side of which is the *Roman Theatre*; excavations in the hill led to the discovery of the Diadumenos now at the British Museum and other famous statues. A *Roman Bridge* across the Ouvèze brings us to the mediæval town, with its ramparts and gateways, its dilapidated houses, and a 15th cent. church, which was the cathedral in the 16–18th centuries. The ruined *Castle* of the counts of Toulouse dates from 1193.—The tramway goes on from Vaison to (20 m.) *Malaucène-Crestet* and (31 m.) *Le Buis-les-Baronnies.*

From Orange to Cavaillon, 29 m. (47 km.), railway in 2¼–3¼ hrs. (14 fr. 45, 9 fr. 45, 5 fr. 95 c.).—8½ m. *Sarrians-Montmirail* is the station for (4½ m. N.E.) the sulphur baths of *Montmirail* (Grand-Hôtel, with casino). On the left is the curious rocky ridge of the Dentelles de Montmirail.—13½ m. (22 km.) **Carpentras**, see p. 108.—17½ m. (28 km.) **Pernes**, the native town (2170 inhab.) of Fléchier (1632–1710), the famous bishop of Nîmes (p. 124), has a 12–14th cent. church, near which is a bridge with a chapel. The ruins of the castle and many of the rampart-towers are still extant, notably the *Tour Ferrande* (key at the Hôtel de Ville, which occupies an old ducal mansion) containing 13th cent. wall-paintings. —We cross two branches of the Sorgue.—23½ m. *L'Isle-sur-la-Sorgue* and thence to *Cavaillon*, see p. 109.

134 m. *Bédarrides* is at the junction of the Ouvèze and the Sorgues. Towards the Rhône, 3½ m. W., stands *Châteauneuf-du-Pape*, famous for its wines, with the ruins of a papal summer residence.—136½ m. *Sorgues* (3877 inhab.) is the junction for Carpentras (see p. 108). We approach the Rhône, in which is the mulberry-planted Ile de la Barthelasse. —139 m. *Le Pontet.* Fine view on the right of the majestic Rocher des Doms with the palace and cathedral of Avignon.

143 m. (230 km.) **Avignon**, see Rte. 15.

The Marseilles line diverges to the left from the Rhône and crosses the Durance by a long bridge.—147 m. *Barbentane* lies beneath a tower on an almost unscaleable rock. The church is of the 12–14th centuries.

The light railway hence to (17½ m.) *Orgon* (p. 109) runs viâ (4½ m.) *Châteaurenard* (4272 inhab.; Hôt. du Commerce), which takes its name from a castle of the counts of Provence, begun in the 10th cent., and (6¾ m.) *Noves*, the supposed birthplace of Petrarch's Laura (p 103).

150½ m. *Graveson-Maillanne* is the station for (2½ m. S.E.) *Maillanne*, the birthplace of the great félibre Frédéric Mistral (1830–1914; comp. p. 89), who lies beneath a mausoleum reproducing the Pavillon de la Reine-Jeanne at Les Baux. His house is shown not far from the church.—158 m. (254 km.) **Tarascon** (*Buffet; Hôt. du Louvre*, Cours National; *Terminus; des Empereurs*), important nowadays

as the junction of the lines from Paris and from Cette to Marseilles, is a pleasant little town (5548 inhab.), connected by a lofty suspension bridge with Beaucaire (p. 118) on the opposite bank of the Rhône.

The name of Tarascon is said to be derived from a fabulous monster, the 'Tarasque,' from which the town was delivered by St. Martha, after her landing at Les Saintes-Maries (p. 116). In more recent years the name of Tarascon has been immortalised by Alphonse Daudet, whose inimitable hero, Tartarin, was a native of the town.

The church of Ste-Marthe preserves a fine Romanesque S. door and contains good paintings of the life of St. Martha, by Vien. In the crypt are the tomb of Jean de Cossa (d. 1476), governor of Provence under King René, and the tomb of St. Martha, with a good recumbent statue of the saint. The imposing *Castle*, completed by King René about the middle of the 15th cent., is now used as a prison.

The light railway from Tarascon to (2½ m.) *Orgon* passes (9½ m.) *St-Rémy* (p. 115), a visit to which is better combined with that to Les Baux (comp. p. 113).

From Tarascon to *Beaucaire* and *Nîmes*, see pp. 117, 118; to *Arles* by road, see p. 116; to *Remoulins* and *Uzès*, see p. 118.

The line runs between the Rhône and the Alpilles.—159½ m. *Ségonnaux*. On the right appear the ruins of Montmajour (p. 113).—164½ m. (265 km.) **Arles**, see Rte. 16.

On the left appears the old Pont de Crau, above which an aqueduct carries the Canal de Craponne. At (170½ m.) *Raphèle* we enter the plain of La Crau. On the left the line is bordered for 12 m. by an uninterrupted row of cypresses and pines, planted for protection against the mistral.

The **Crau**, a vast stony plain, c. 80 sq. m. in area, littered with pebbles of all sizes brought down by the Durance, is practically desert, except where the soil is irrigated to an intense fertility by the Canal de Craponne. Elsewhere the only vegetation is a thin grass, the pasture of large flocks of sheep. In the remoter and uncultivated parts of the Crau the mirage is said to occur.

174½ m. *St-Martin-de-Crau*, with its pool and little oak-wood, is an oasis in the heart of the Crau.—From (185 m.; 298 km.) **Miramas** (*Buffet; Hôt. de Miramas; Grand-Hôtel*), with 3396 inhab. and a motor-track, branch-lines run to *Avignon* viâ Cavaillon (see p. 109) and to *Marseilles* viâ Port-de-Bouc (see p. 135).—On the right appear *Miramas-le-Vieux*, on a low hill; then the picturesque little town of St-Chamas and the Etang de Berre.

The Etang de Berre is a great salt lagoon, 13 m. long and 3 to 8 m. broad, surrounded by low limestone hills, except at its narrow outlet at Martigues, where a large new port is being made. The shores of the lagoon are lined with orchards and olive-groves, and elsewhere with salt-pans. A canal has been tunnelled through the Estaque chain, which separates it on the S. from the Mediterranean, to complete the still water route from the Rhône to Marseilles.

188½ m. *St-Chamas* (Hôt. Bosio) is a small lake-port with an important powder-factory. The town is divided into two by a hill pierced with prehistoric caverns. We cross the Touloubre. On the right appears the **Pont Flavien*, a fine Roman bridge with a triumphal arch at each end.—54 m. *Berre* (Hôt. des Colonies) is another little port with

quaint arched streets and a naval seaplane school.—201½ m. (324 km.) **Rognac** (*Buffet*) is the junction for Aix.

From Rognac to Aix, 16 m. (26 km.), railway in 1 hr. (8 fr., 5 fr. 20, 3 fr. 30 c.).—The line soon enters the valley of the Arc, which it ascends.—7½ m. *Roque-favour* is notable for its great aqueduct (1842–47) which carries the waters of the Durance to Marseilles.—12 m. *Les Milles.*—16 m. *Aix*, see p. 138.

On the left rises the ruined castle of (204 m.) *Vitrolles.*—207 m. *Pas-des-Lanciers* is the junction of a light railway to (3 m.) *Marignane* and (12 m.) *Martigues* (p. 135).—We penetrate the Nerthe tunnel (3 m.) which crosses the peninsula of L'Estaque; on emerging we obtain a fine view of the bay of Marseilles.—211 m. *L'Estaque* and thence to (217½ m., 350 km.) **Marseilles** (St-Charles), see p. 127.

15. AVIGNON AND ITS ENVIRONS

AVIGNON, the chief town (41,555 inhab.) of the department of *Vaucluse* and the seat of an archbishop, is one of the most fascinating cities in the South of France. Over and above its natural attractions and its romantic association with Petrarch and his Laura it claims the distinction of having been for a hundred years the papal capital, the rival of Rome itself, a period fittingly commemorated by the Palace of the Popes, foursquare on its commanding rock. To-day the city, though no more than a departmental capital, is the prosperous centre of a fertile countryside, and full of the life and animation of the Midi. The old description of its climate is no truer than many similar proverbs: 'Avenio ventosa, sine vento venenosa, cum vento fastidiosa.'

Hotels. Dominion, Boul. Raspail (Pl. B 4), 150 rooms, R. 30, D. 20, pens. 70 fr.; d'Europe (Pl. a; B 2), Place Crillon, R. 20, D. 18, pens. 58 fr.—Plainer: Grand-Hôtel (Pl. b; B 3), 24 Av. de la République, R. 12, D. 12 fr.; du Louvre (Pl. c; B 2), 23 Rue St-Agricol, with a dining-room said to be an old hall of the Templars, R. 12, D. 12, pens. 35 fr.; Crillon (Pl. d; B 4), R. 10, D. 12, pens. 35 fr., du Cours, Cours de la République; Régina (meublé, R. 12 fr.), Terminus, R. 10, D. 8½ fr.; Modern (meublé, R. 8 fr.; Pl. e; B 2), Rue de la République; Nouvel-Hôtel, N. side of theatre (Pl. B 2); Henri IV, Place du Change (Pl. C 2).

Restaurants. **Lance*, L. or D. 9–11½ fr. (also R. 20 fr.), 26 Rue Banasse; *Hiély*, L. or D. 11 fr., between the Place Clémenceau and the Palace; *Des Négociants*, L. or D. 10 fr., 13 Rue de la République; *Rich Tavern*, Place de la Préfecture.

Post Office (Pl. B, C 3), Rue de la République.—Syndicat d'Initiative, Chambre de Commerce, 46 Cours de la République.—*Railway Information Office* at the station.

Electric Tramways from the Place Clémenceau viâ the station to various suburbs and to *Sorgues.*—Motor Omnibus from the Oratoire (Pl. B 2) to Pont d'Avignon and Villeneuve (50 c.).—Motor Coaches in the season for Arles, viâ Les Baux, St-Rémy, Carpentras, etc.; also circular tours. Apply at the Syndicat d'Initiative, or at the station.

History. The Roman *Avenio*, a place of little importance, became sufficiently strong in the 12th cent. to constitute an independent republic which held at bay the counts of Provence and Toulouse and even the king of France. In 1226 it was besieged by Louis VIII on account of its Albigensian sympathies. In 1309, when Pope Clement V, a native of Bordeaux, was driven out of Rome by sedition he established his court at Avignon, influenced by the fact that the

neighbouring *Comtat Venaissin* had belonged to the popes since c. 1274. His successor, John XXII (1316), a former bishop of Avignon, converted the episcopal palace into the papal headquarters; Clement VI bought the town in 1348 from Joanna I of Naples; and the popes reigned here until Gregory XI was persuaded by St. Catherine of Siena to return to Rome in 1377. The following year, however, saw the beginning of the Great Schism, and the anti-popes Clement VII and Benedict XIII returned to Avignon, whence the latter was driven out, after a memorable siege, by Geoffroy de Boucicaut (1398–1403). With the departure of the popes passed the glory and prosperity of Avignon, though city and Comtat continued to be governed by papal legates until 1790. Rabelais called Avignon 'la ville sonnante' on account of its numerous church bells, and one-third of its inhabitants are said to have been dedicated to the church before the Revolution. The union with revolutionary France in Sept. 1791 was followed almost immediately by the massacre of La Glacière (p. 105), and in 1815 the populace, still Royalist in their sympathies, assassinated Marshal Brune, one of Napoleon's generals.

Among famous Avignonnais are the Parrocel family of painters (17–18th cent.), Antoine Le Moiturier (1425–1500), the sculptor, Joseph Vernet (1714–89), the marine painter, and Théodore Aubanel (1829–86), the félibre. John Stuart Mill lived at Avignon after his retirement from public life in 1868 until his death in 1873 and is buried in the cemetery.

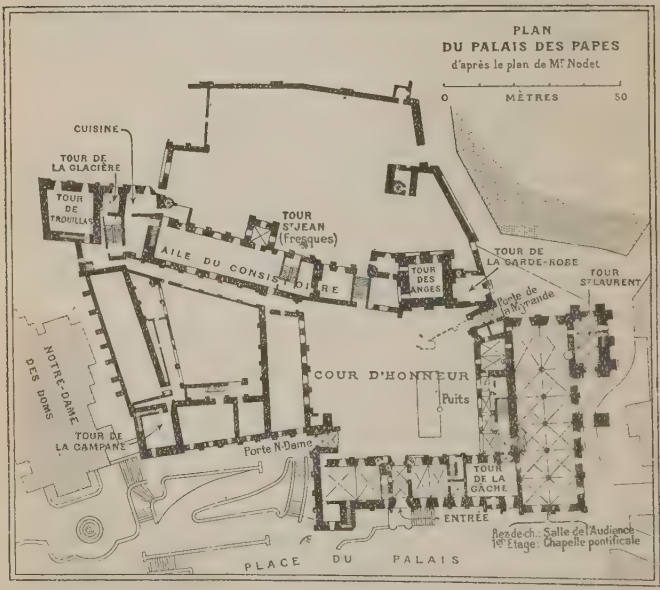
Petrarch (1304–74), who came to Avignon as a child in 1313, is said to have first seen the beautiful Laura in 1327, in the church of St. Clara (now vanished). The identity of this lady of Avignon, the object of his fervent but respectful passion and the theme of his famous Canzoniere, is uncertain, but tradition asserts that she was Laure de Noves (d. 1348), wife of Hugues de Sade. Avignon was Petrarch's chief residence until he retired in 1337 to Vaucluse (p. 109), with "few servants and many books," to devote himself to solitary study and communion with nature; and though after 1341 he spent much of his time in Italy, Vaucluse remained his frequently visited 'transalpine Parnassus' until he quitted Avignon for the last time in 1353.

The town is entered from the station (Pl. B, C 4) by the Porte de la République, a gateway (19th cent.) in the well-preserved ***Ramparts,** which were constructed by Innocent VI and Urban V in 1355–65. Behind the barracks on the right are the fine 14–15th cent. cloister and chapel of the *Celestine Convent*, founded in 1393 by the Queen of Sicily (apply in the 'Salle de Service'). The main street goes straight on, passing (r.) the *Square St-Martial*, with a ruined cloister, and the *Post Office*, and ends at the Place Clemenceau (Pl. B 2), the centre of the life of Avignon, with the principal cafés, the theatre, and the *Hôtel de Ville*, mainly notable for its clock-tower (1354), surmounted by a short crocketed steeple (15th cent.). Hence the Rue des Frères-Brian leads up to the spacious Place du Palais, on the left of which is the *Ecole de Musique* in the old mint (1619), bearing the arms of Card. Borghese, a former legate. At the farther end is the *Petit-Palais*, an old residence of the archbishops (now a school), rebuilt in the late 15th cent. by the legate Giulio della Rovere, afterwards Julius II. In the square stands a statue of *Louis de Crillon* (1543–1615), 'brave Crillon,' companion-in-arms of Henri IV, who called him the "premier capitaine du monde."

On the right is the ***Palace of the Popes** (Pl. C 2), outwardly rather a fortress than a palace, a magnificent specimen of 14th cent. military architecture, covering an area of 3½ acres, with lofty frowning walls of remarkable thickness. Here

seven popes held their luxurious courts, here Petrarch was a guest, and here Cola di Rienzi was a prisoner. Visitors are conducted round in parties at 9, 10.30, 2.30, and 4; adm. 2 fr.

The old bishops' palace enlarged by John XXII was demolished by his successor Benedict XII, who built the whole of the N. part of the palace between 1338 and 1341. His work was completed by Clement VI, who added also the W. and S. wing, including the great Audience Chamber (1352); the Tour St-Laurent was added by Innocent VI, and the Great Court levelled and its well



dug by Urban V (1365). Though occupied by the papal legates until 1790 and restored by Leo X in 1516, the palace gradually fell into disrepair. Conversion into a prison and barracks saved it from destruction at the Revolution, but wrought much havoc in the interior. A thorough restoration is at present going on (1925), and most of the rooms are empty.

The vestibule leading into the Cour d'Honneur is curiously vaulted. Visitors await the start of the conducted party in the guard-room on the right, which is decorated with a wall-painting of Urban VIII. We pass through the *Salle d'Audience des Contredites* (appeals against the papal edicts), in the Tour de la Gâche, and enter the *Salle de la Grande Audience, the vaulted hall of the papal court of justice,

divided by a row of pillars into two aisles. Traces of a modern floor, about the springing of the vault, are still visible. At the E. end are remains of wall-paintings; the vault-painting, by Matteo Giovannetti of Viterbo (c. 1340), was completed only as far as the first bay.—Above the great hall is the **Pope's Chapel*, with a porch lit by the great *Window of the Indulgence*. The chapel contains a collection of casts and other objects illustrating the history of the palace. Adjoining are the *Pope's Vestry* and the *Cardinals' Vestry*. Next come the *Tour de la Garde-Robe* (14th cent. frescoes of country life) and the *Tour des Anges*, on the second floor of which is the *Pope's Bedroom*, with floral frescoes. We next visit a long wing, traversed by a picturesque vaulted passage and once occupied by the *Pope's Private Apartments*. On the 1st floor is the *Banqueting Hall*, to the right of which, in the *Tour St-Jean*, is the *Chapelle St-Martial*, with interesting frescoes of the saint's life, by Giovannetti. At the end of this wing and preceded by the enormous *Kitchen*, is the *Tour de la Glacière*, which was the scene of the massacre of Oct. 1791, when 60 persons of all ages and sexes were hurled, dead or alive, into an oubliette and buried beneath a load of quicklime. In the adjoining *Tour de Trouillas* was most likely the cell of Cola di Rienzi, the 'Last of the Tribunes,' imprisoned in 1352 by Clement VI.—We descend to the *Cour d'Honneur*, and visit the *Consistory Court* (beneath the Banqueting Hall) and the *Chapelle St-Jean* (below the Chapelle St-Martial), decorated with frescoes from the lives of St. John Baptist and St. John the Evangelist.

Outside the palace the Escalier du Pater ascends to **Notre-Dame des Doms** (Pl. C 1), the cathedral of Avignon and the most interesting church in the city. The present building, on the site of a much older church, dates from the 12th cent., but much of its architectural interest has been destroyed by uninspired alterations, mainly in the 17th century. The Romanesque tower, restored in 1431, is surmounted by a modern Virgin.

In the porch are dilapidated frescoes by Simone Martini. In the 5th chapel of the S. aisle (for adm. apply to the keeper, on the right of the W. door) is the **Tomb of John XXII* (1334), a Gothic table-tomb surmounted by a canopy, originally in the middle of the nave. The restorations of 1840 did little to conceal the mutilations of 1791, and the present recumbent statue is not that of the pope. In the choir are the marble chair of the popes and the cenotaph of Louis de Crillon (p. 103), who died at Avignon. In the 2nd and 3rd chapels of the N. aisle is the supposed *Tomb of Benedict XII* (d. 1342). The view from the tower (apply to the keeper) is magnificent, but little better than that from the Rocher des Doms (see below).

The **Rocher des Doms** (Pl. C 1), the summit of the hill and the site of the earliest settlement, is laid out as a garden, embellished with the 'Departure of the Swallows' (a graceful bronze by F. Charpentier), a statue of the Persian Althen, who introduced the cultivation of madder into the Comtat

in 1766, and other sculptures. To the N. a terrace, falling steeply away to the Rhône, commands perhaps the most wonderful *View in the Midi. Beyond the Rhône with its ruined bridge and the Ile de la Barthelasse, rises the tower of Philippe-le-Bel, behind which is Villeneuve with the twin towers of the Fort St-André. To the right extends a bold line of hills, culminating in the precipitous peak of Mont Ventoux.—From the terrace a flight of steps descends to the Quai de la Ligne near the picturesque remnant of the **Pont St-Bénézet** (Pl. B 1; adm. 1 fr.), built in 1177–85 by St. Bénézet and his disciples. Only four arches of the original 22 remain, the rest were destroyed by flood and war, and the last attempt to replace them was abandoned in 1680. Above the second pier is the *Chapelle St-Nicolas*, Romanesque in its lower part, 13th and 16th cent. above.

The famous rhyme about the dancing "sur le pont d'Avignon" should probably run "sous le pont," i.e. on the *Ile de la Barthelasse* (Pl. A 1), which is still a pleasure-ground of the Avignonnais.

From the bridge we may skirt the outside of the ramparts to the Porte de l'Oulle (Pl. B 2), just within which (opposite No. 21 Place de Crillon) Marshal Brune was assassinated (p. 103). Hence we ascend viâ the Rue Joseph-Vernet and the Rue St-Agricol to the dark church of *St-Agricol* (Pl. B 2), said to have been founded in 680 by its patron saint. The present building (1320–1420) contains some interesting paintings, and (just beside the entrance) a marble holy-water vessel (16th cent.).

In the little Rue du Collège-du-Roure, near the upper end of the Rue St-Agricol, is a good 16th cent. doorway of the old *Hôtel du Roure* ('della Rovere').

The Rue Joseph-Vernet, beyond the Rue St-Agricol, leads S. past the 18th cent. *Chapelle de l'Oratoire*, to the ***Musée Calvet**, which occupies the *Hôtel de Villeneuve-Martigues* (1742). It contains artistic treasures taken from churches and monasteries at the Revolution, with important additions made in 1814 by Dr. Calvet, a learned physician of Avignon. Adm. free, Sun. 1–4; 1 fr. weekdays 9–11.30 and 1–4 or 5.

Ground Floor. Room 1. Antique sculptures and inscriptions mostly from Vaison (p. 100) and its neighbourhood. To the right, Shrine of Sylvanus, bas-relief from Graveson; torso of Apollo Sauroctonus; to the left, Jupiter of Heliopolis; draped female torso; near the stair, car drawn by shod horses, the earliest representation of horseshoes, and other tomb reliefs.—Room 2. Inscriptions and mosaics, and modern sculpture; at the end, Greek, Egyptian, and Etruscan antiquities.—Room 3. Mediæval and Renaissance antiquities. L. to r.; Early Christian inscriptions; 14–15th cent. tomb-sculptures, including a bust of Clement VII, and the tomb of the Brancas family; locks, etc.; bas-relief chimneypiece from the Hôtel de Crillon; 15th cent. and Renaissance tombs, including the remains of the tomb of Urban V; collection of *Capitals from the Merovingian period to the 15th cent.; in the middle, 14th cent. polychrome Virgin; 16–17th cent. furniture; jacquemart from the Hôtel de Ville.—Room 4. Noël Biret Collection of *Ironwork.—The *Library*, also on the ground floor, contains 140,000 volumes, including a psalter of the Marshal de Boucicaut, a 9th cent. evangelistary, and many priceless MSS. and incunabula; likewise a collection of 32,000 autographs.—At the end of the garden: *Salle des Illustrations Vauclusiennes*, with portraits of persons eminent in the history of Avignon; and a *Natural History Museum*.

First Floor. Room 1. Paintings, l. to r.: French School, Portrait of Peter of Luxembourg, the Fountain of Blood, Adoration of the Child, three interesting local primitives; *Simon de Châlons*, Adoration of the Shepherds; *Unknown*, Charles the Bold; *Pierre Mignard*, Mme de Montespan and the Duc du Maine; *Largillière*, Baron de Grignan and two other portraits; *Louis David*, Death of Joseph Bara; *Mme Vigée-Lebrun*, Mme Grassini, the singer; *Jos. Vernet*, 17 Land and Seascapes; *Carle Vernet*, Mounted cossack, The Corso; *Horace Vernet*, Joseph Vernet bound to a mast to study storm effects, Mazeppa, two pictures of the same subject: *Géricault*, Battle of Nazareth (1799); *Rondel*, Portrait of M. Barrès. In the centre of the room: *Barès*, John XXII, Clement VI, Benedict XII; *Adler*, Les Las; *Bergier*, Avignon, autumn evening.—Italian Schools: *Iacobello del Fiore*, Madonnas, etc.; *Lor. di Credi*, Virgin and Child; *Innocenzo da Imola*, Holy Family; paintings by the *Carracci*, *Guercino*, *Sassoferrato*, *Piazzetta*, etc.—Spanish School: *Zurbaran*, Gipsy girl; *El Greco*, Institution of the Rosary; *Ribera*, St. Peter saved from the waters.—German School: After *Dürer*, The road to Calvary; *Holbein the Younger* (attributed to), Portrait.—Dutch and Flemish Schools: *Eeckhout*, Crucifixion.

Room 2. Opposite the door, Ivory *Christ, with two sets of arms in case of accident, carved in 1659 by *J. B. Guillermin*; paintings and drawings; in the glass cases, miniatures, coins and medals, ivories, enamels, etc.—Room 3. In the middle, Roman *Glass found in the neighbourhood; the central case contains a bronze kitchen outfit dedicated to the Genius of the colony of Apt. The wall cases contain (l.) miscellaneous antiquities and (r.) the continuation of the collection of glass and (5th case from the entrance) a Bambino in marble attributed to *Desiderio da Settignano* or *Donatello*.—Room 4 contains an interesting ethnographical collection, and cases with medals and Roman coins.

Beyond the museum the Rue Joseph-Vernet crosses the Rue de la République and passes (r.) the Post Office and the church of *St-Martial* (late 14th cent.), now a Protestant church.

This street is continued by the Rue des Lices to the *Collège St-Joseph* (Pl. D 3), which incorporates the scanty remains of the *Church of the Cordeliers*, in which Petrarch's Laura (p. 103) was interred in 1348. No trace of the tomb remains, and an inscription placed on the supposed spot in 1823 by an Englishman has been removed to the garden of the Musée Calvet.

The first turning on the left leads from the Rue Joseph-Vernet to the church of *St-Didier* (Pl. C 3; rebuilt in 1335). The altarpiece by Fr. Laurana (1478), in the 1st S. chapel, is among the oldest examples of Renaissance art in France. The 3rd S. chapel and 3rd N. chapel contain paintings on wood by Simon de Châlons. The *Hôtel Crillon*, No. 7 Rue de la Masse, opposite the E. end of St-Didier, has a good 17th cent. façade. We go on N. by the Rue des Fourbiers and across the Rue Rouge to reach the Place Carnot and the church of *St-Pierre* (Pl. C 2), built in 1358–1525, with a fine W. front of 1512. The *Doors date from 1551. At the E. end of the S. aisle is a 15th cent. monument with a good Entombment with life-sized figures. Between the 2nd and 3rd chapels of the N. aisle is a 15th cent. pulpit, with statues said to have been brought from the tomb of John XXII (p. 105). Pope Urban V died before the high altar of this church in 1370.

In the neighbouring Place Pie stands the tower of *St-Jean-le-Vieux*, a former commandery of the Knights of St. John. The Rue Carnot leads E. to the 14th cent. *Clocher des Augustins*, and the church of *St-Symphorien* (Pl. D 2), with another 14th cent. tower and a 15th cent. portal.

Villeneuve-lès-Avignon (2286 inhab.), on the right bank of the Rhône, is reached by motor omnibus (every hr.; 50 c.) from the Chapelle de l'Oratoire (Pl. B 2), and is served also by the station of *Pont-d'Avignon* (p. 122) on the Lyons–Nîmes railway. The motor omnibus crosses the two arms of the Rhône separated by the Ile de la Barthelasse and ascends to the right. The *Tour Philippe-le-Bel* (1307), on the left, was a former French frontier-post, and guarded the W. end of the Pont St-Bénézet. The omnibus stops outside the church. The road on the left, passing the War Memorial, leads to the HOSPICE (ring at the small gate; donation expected), whose chapel contains the **Tomb of Innocent VI* (d. 1362) brought from the Chartreuse (see below). The museum contains several paintings by the *Mignards*, a Descent from the Cross by *Simon de Châlons*, containing a portrait of Innocent VI, and the *Coronation of the Virgin (1453), on canvas fastened to wood, by *Enguerrand Charonton*, popularly attributed to King René.

The church of ST-PONS, founded in 1333 by Arnaud de Vie, nephew of John XXII, contains (in the sacristy) a fine ivory *Virgin of the 14th century. On its N. side is a charming 14th cent. cloister.—Beside the church begins the *Grande-Rue*, a monument to the decayed importance of Villeneuve, with many dilapidated palaces of the 15–17th cent., when the king of France often presided here over the Provincial Estates of Languedoc.

On the right, at the Place Neuve, a steep lane mounts to the **Fort St-André*, a ruined stronghold of the 14th cent., commanding a splendid view of Avignon.

The Grande-Rue goes on to the 17th cent. gateway (r.) of the *CHARTREUSE DU VAL-DE-BÉNÉDICTION, now a mass of confused ruins, many of whose cells are inhabited by a dwindling population, living in picturesque squalor. Most of the ruins, including two cloisters and the domestic buildings, are always open. The church, refectory, and other buildings are shown by a caretaker.

FROM AVIGNON TO CARPENTRAS, 16¾ m. (27 km.), railway in 1 hr. (8 fr. 30, 5 fr. 40, 3 fr. 40 c.).—From Avignon to (6¼ m.) *Sorgues*, see p. 100. We turn inland viâ (9 m.) *Entraigues* and (10¼ m.) *Althen-les-Paluds*, named after the Persian Althen (p. 105).—13½ m. *Monteux*, with well-preserved ramparts, was a favourite residence of Clement V.—16¾ m. (27 km.) **Carpentras** (*Hôt. de la Poste*, 9 Place du Palais; *du Cours*, Boul. du Musée; *de l'Univers*, Place de l'Hôpital, R. 10, D. 9, pens. 2 fr.), the civil capital of the Comtat Venaissin until the Revolution, is a small town (8575 inhab.) in an attractive hilly region. The church of ST-SIFFREIN, the former cathedral, is a late-Gothic building (1405–1519), notable for its Flamboyant S. porch. On the S. gable is the so-called 'Boule aux Rats,' a globe gnawed by rats, of doubtful significance. Off the 5th N. chapel opens the chapel of the relics, containing the 'Saint Mors,' the bit of the Emperor Constantine's horse, in which a nail of the Cross was embedded. On the left of the choir, beyond the vaulted sacristy, some remains of the old Romanesque cathedral are to be seen.—In the courtyard of the *Palais de Justice*, once the bishops' palace (1640), is a Roman **Triumphal Arch*, contemporary with that of Orange.—The *Porte d'Orange*, on the N. side of the town, is the only relic of the 14th cent. walls built by Innocent VI.

A
B
1
2
3
4
Nîmes, Villeneuve-les-Avignon
R. N. 100
ILE DE LA BARTHELASSE
RHÔNE
ILE DE PIOT
PONT-SUSPENDU
SUBMERSIBLE
Quai du Rhône
Boulevard du Rhône
Porte du Rhône
Anc. Petit Séminaire
Ruines du Pont St Bénézet
Boulevard
Ste de Crillon
PROMENADE DU ROCHER DES DOMS
Ancien Palais des Papes
PLACE DU PALAIS
Ec. Nation. de Musique
Banque de France
Porte de l'Oulle
Place Crillon
Théâtre
Hôt. de Ville
Mon.t du Centen.re
Ancien Archev.
St Agricol
Chap.le de l'Oratoire
Préfecture
Rue des Marchands
DIGUE
Allées de Villeneuve
Porte St Dominique
Rue Victor Hugo
Rue d'Annanelle
Pl.e de Lunel
Musée Calvet
St Didier
Rue de la République
Rue Joseph Vernet
Rue Charles Lenthéric
Rue Porte Evêque
Anc. Grand Séminaire
Lycée
Temple Protest.t
Boulevard Raspail
R. de l'Observance
Abattoir
Hospice St Louis
Porte St Roch
Gaz
Porte St Charles
Avenue Jean Jaurès
CASERNE DU GÉNIE
Anc. Couv.t des Célest.s
CASERNE St ROCH
Porte de la Républ.e
Docks
Ste de Philip. de Girard
GARE
Arles
Montclar
L. Hermann del

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At *Vénasque*, 7 m. S.E. of Carpentras, is a good Romanesque and Gothic church, to the left of which is the remarkable *Baptistery, a late 6th cent. building in the form of a square with an apse on each side. The low dome is supported by antique columns.

Mont Ventoux. A motor omnibus (2 fr. 70 c.) runs twice daily from Carpentras to (13¼ m. in 1¼ hr.) *Bédoin* (Hôt. du Mont-Ventoux), whence the road goes on to (23 m.) the summit of **Mont Ventoux** (6260 ft.; *Hôtel* in summer), the W. outpost of the Alps, a narrow windy ridge with a chapel and an observatory. Short cuts for pedestrians diverge on the left of the road at Beaux and at Ste-Colombe. The *View from the summit (indicator) embraces the Alps, the Cévennes, and, in clearest weather, the Pyrenees. A longer, but more picturesque, road (followed by Petrarch on his ascent in 1335) descends along the crest of the ridge to (12 m.) *Malaucène* (p. 100), 11 m. N. of Carpentras.

From Avignon to Miramas viâ Cavaillon, 43 m. (69 km.) in 2½-3 hrs.; to Cavaillon, 20½ m. (33 km.) in 1 hr. (10 fr. 15, 6 fr. 65, 4 fr. 15 c.).—3¾ m. *Montfavet* has a fine 14th cent. church.—10 m. *Gadagne*. In the castle of *Montségugne*, at *Châteauneuf-de-Gadagne*, on the right, the Félibrige (p. 89) was founded in 1854.—12 m. *Le Thor* is a small town (1083 inhab.) with a beautiful late-Romanesque church, 1½ m. from the stalactite grotto of *Le Thouzon* (adm. 2 fr.).—15 m. (24 km.) **L'Isle-sur-la-Sorgue** (*Hôt. de Pétrarque-et-Laure; St-Martin*), a carpet-making town (3128 inhab.) with a profusely decorated 17th cent. church, is the station for (5 m. E.; motor omnibus in 25 min., 3 fr. return) **Vaucluse** (*Hôt. de Pétrarque-et-Laure;* restaurants). In the village are an 11th cent. church and a column erected in honour of Petrarch, who spent four years (1337–41) in retirement here (see p. 103) and afterwards frequently revisited it, "happy to have the Muses for his companions and the song of birds and the murmur of the stream for his serenade." His house has disappeared. Petrarch's most favoured haunt was the beautiful **Fontaine de Vaucluse*, a still pool at the foot of a cliff, connected with the Sorgue by an underground channel. In times of exceptional flood, the pool overflows in a series of cascades down to the river. —From L'Isle-sur-la-Sorgue to *Orange*, see p. 100.

20½ m. (33 km.) **Cavaillon** (*Modern-Hôtel*, Cours Gambetta, L. or D. 10 fr., clean; *Terminus*) is a pleasant little town (5685 inhab.) encircled by shady boulevards or 'cours'; it is the centre of a fruit-growing district. At the junction of two of the boulevards (Cours Bournissac and Cours Carnot), close beneath the *Colline St-Jacques* (630 ft.; view), is the so-called *Arc de Marius*, a curious Roman ruin, not on its original site, consisting of four piers in a square united by arches. In the Cours Carnot is the church of *St-Véran, a fine example of 12th cent. Provençal architecture, adjoined by a charming little cloister of the same date. From Cavaillon to *Orange*, see p. 100; to *Pertuis*, see p. 142; to *Volx*, see p. 143.

At (23 m.) *Cheval-Blanc* we leave the Pertuis line on our left and cross the Durance.—24½ m. *Orgon* (938 inhab.; Hôt. de Londres) has ruined ramparts and a castle. Light railways to Barbentane (p. 100) and Tarascon (p. 101).—31 m. *Lamanon* is also on the light railway from Arles to Meyrargues (p. 142).—35½ m. (57 km.) **Salon** (*Grand-Hôtel*, R. 9, D. 10 fr.; *Moderne et de l'Industrie; de la Poste*) is an industrial town (13,155 inhab.) divided into two parts by a ring of boulevards. In the old town, in the centre, is the 12th cent. church of *St-Michel;* the new town contains the collegiate church of *St-Laurent* (1344), with the tomb of Michael Nostradamus (1503–66), the astrologer, whose 'Centuries' (1555) attracted the attention of the superstitious Catherine de Médicis. A statue in front of the town hall commemorates Adam de Craponne (1519–59), a native of Salon, the irrigator of the Crau (comp. p. 101).—From Salon to *Aix*, see p. 142; to *Arles*, see p. 116.—We cross the Canal des Alpilles and several branches of the Canal de Craponne.—43 m. (69 km.) *Miramas*, see p. 101.

Avignon is within easy reach also of *St-Rémy* (p. 115), 21 m. by road viâ Châteaurenard; and of the *Pont du Gard* (p. 125), reached by train from Pont-d'Avignon viâ Remoulins.

From Avignon to *Lyons* (Paris), see p. 100; to *Marseilles* viâ Arles, see p. 100; to *Nîmes*, see pp. 100, 107; from Pont-d'Avignon to *Lyons* and to *Nîmes*, see p. 122.

16. ARLES AND ITS ENVIRONS

ARLES (16,703 inhab.), an ancient city with narrow winding streets, is famous for its Roman theatre and amphitheatre, for its mediæval cathedral, and for the classic beauty of its women, enhanced by their attractive black and white costume. An iron bridge unites it with the suburb of *Trinquetaille* on the opposite (right) bank of the Rhône.

Railway Stations. *Gare du P.L.M.* (beyond Pl. E 1), for main line services, Lunel, and St-Louis; adjoining is the station for the light railways to Salon and Meyrargues.—*Gare de Trinquetaille* (beyond Pl. A 1) for the Chemin de Fer de la Camargue (Les Saintes-Maries, Nîmes, Salin-de-Giraud).

Hotels (all plain). Du Forum (Pl. a; C 3), R. 10, D. 12, pens. 30 fr., du Nord (Pl. b; C 3), R. 16, D. 15, pens. 32 fr., both in the Place du Forum; du Midi (Pl. c; D 2), Rue Amédée-Pichot, R. 10, D. 8, pens. 26 fr.

Restaurants. *Thévot*, Rue du Forum, unpretending.—Cafés on the Prom. des Lices.

Post Office (Pl. C 3), Place de la République.—Syndicat d'Initiative, 35 Place de la République.

P.L.M. Autocars make the 'Circuit des Baux' and the 'Circuit Aigues-Mortes-les-Saintes-Maries' in April, May, Aug., and Sept.

Admission to Monuments and Museums. The custodian at each of the following buildings issues a series of coupons (2 fr.; valid for 2 days) giving admission (always free on Sun.) to the Amphitheatre, Roman Theatre, Cloister of St-Trophime, Musée Lapidaire, Aliscamps, Palais de Constantin, and Musée Réattu. These tickets do not admit to the Muséon Arlaten.

History. Under the Romans Arles (*Arelate;* the 'Gallula Roma Arelas' of Ausonius) was one of the most important towns N. of the Alps, and flourished as a naval and commercial port, being connected by a canal with the Golfe de Fos. Christianised in the 1st cent. by St. Trophimus, a disciple of St. Paul (2 Tim. iv. 20), who is said to have here dedicated an oratory to the Virgin Mother before her death, it became an influential centre of the church, and several ecclesiastical councils were held here in the 4-5th centuries. From 480 onwards it was pillaged by successive waves of barbarian invasion and in 730 it was occupied by the Saracens under Abd-el-Rahman. From 879 to 1150 it was the capital of the Kingdom of Burgundy, known later as the Kingdom of Provence or of Arles. A century of independence followed, when the city was ruled by a 'podestat,' like the Italian civic republics, but in 1251 it was betrayed to Charles of Anjou (comp. p. 114). Charles V, ambitious to re-establish the old power of Burgundy, was crowned 'King of Arles' at Aix in 1535, but he was unable to take Arles, which remained in the hands of France. The archbishopric was suppressed in 1789 and its last holder, Jean-Marie Dulau, murdered in 1792.—The emperor Constantine II (315-340) and St. Genesius (martyred under Diocletian, c. 300) were natives of Arles.

The principal hotels are in the *Place du Forum* (Pl. C, 2, 3), in the centre of which is a statue of Frédéric Mistral (p. 100), surrounded by a railing reproducing the tridents ('ficheiroun') of the 'gardian' or bull-keepers of the Camargue. The two Corinthian columns at the corner of the Hôt. du Nord are possibly from a building in the Roman forum. The Rue du Palais leads hence, past the fragmentary remains of the Palace of the Kings of Provence, to the *Hôtel de Ville* (1673–84), through which we may pass to the Place de la République (Pl. C 3), embellished with an obelisk of Egyptian granite, found in 1389 on the other side of the Rhône. The

statue of Mars (1555) on the dome of the Hôtel de Ville is popularly known as the ' Homme de Bronze.'

***St-Trophime** (Pl. C, D 3), in the Place de la République, is the most beautiful Romanesque church in Provence. The nave and the narrow aisles, which are vaulted in the Auvergnat style, probably date from the 12th cent.; the choir (rebuilt) from the 15th, the side chapels from the 14th, and the lower part of the tower from the 12th.—The magnificent W. *Porch was added between 1180 and 1190 and, like the cloister (see below), is notable for the classic spirit that prevails in all the freedom of treatment.

The tympanum, lintel, and jambs are all covered with elaborate reliefs. That in the tympanum represents the Almighty surrounded by the emblems of the Evangelists; below, on the lintel, are the Apostles; on the arch above are busts of angels. The lintel is prolonged on either side into a frieze on which are (l.) the Elect and (r.) the Damned. A narrower frieze below shows (r.) the Adoration of the Magi and the Shepherds and (l.) the Magi before Herod and the Massacre of the Innocents. Below are large figures of saints, of which St. Trophimus and St. Stephen (3rd from the door on each side) are the most noteworthy.

The interior (cool in summer) contains several ancient tombs. Beneath the windows of the aisles hang old Aubusson tapestries. On the W. wall of the S. transept is an interesting 15th cent. painting of the provincial council of Arles; in the N. transept the altar is made of an antique sarcophagus. In the chapel of the Holy Sepulchre, behind the high altar, is a 16th cent. Entombment. To the left of the choir are the chapel and tomb of St. Trophimus.

From the S. transept a staircase mounts to the ***Cloister** (adm. 6–12 and 2–5 or 6), of which the N. and E. walks date from the 12th cent., the W. walk from the 13th cent., and the S. walk from the late 14th century. The most interesting sculptures (c. 1175) are in the N. walk, and the best of these are the statues of saints on the two corner piers. The sculptures, which are characteristic of Provençal work of the period, are evidently inspired by antique bas-reliefs, and avoid the Byzantine and Gothic stiffness.

Opposite St-Trophime is the **Musée Lapidaire** (8–12, 2–4 or 6), installed in the former church of *Ste-Anne*, the richest collection in France of Gallo-Roman antiquities.

1st left chapel, Sarcophagus of the olive-harvest, with graceful figures of children; 3rd chap., Tomb of Constantine II, with the Apostles crowned by a mystic hand; between 3rd and 4th chap., *Bust of a child (?Marcellus or Constantine II); 4th chap., Tomb with a figure praying; between 4th and 5th chap., *Dancing Girl, gracefully posed and admirable in design.—In the choir: on the left, *Head of a Woman (Venus or Livia), with a broken nose, distinctly Attic in inspiration; on the right, Cippus of Sempronia Tullia, with a statue of Mithras. In the centre, Two casts, showing the Venus of Arles (see p. 112) in its original condition and as it is now restored. Between the 1st and 2nd right chapels as we return, *Dancing Girl; 2nd chap., Tomb of Chrysogona with twisted Corinthian columns.

From the Hôtel de Ville the Rue de la Calade ascends to the ***Roman Theatre** (Pl. D 3; open 7–5 or 6), a building of

the 1st–3rd cent. A.D. Two columns of the proscenium with a section of the entablature are still standing; the semicircle of seats (for 16,000 spectators) has recently been restored. During the excavations many works of art were discovered, including the Venus of Arles, a famous statue presented to Louis XIV in 1683 and now in the Louvre.—The Rue du Jeu-de-Paume, overlooked by the tower of a vanished Franciscan church, leads hence to the ***Amphitheatre** (*Les Arènes;* Pl. D 2, 3; open 7.30–11.30 and 1–5 or 6), the largest building of its kind N. of the Alps. Its external dimensions are 149 yds. by 117 (Colosseum, 195 × 156; Verona 151 × 119; Nîmes, 145 × 111), and it is said to have accommodated 26,000 spectators. Each of its two stories is pierced by 60 arches, the lower story being decorated on the outside with Doric columns, the upper story with Corinthian columns. The attic story has entirely disappeared.

An inscription on the podium recording a restoration in the 4th cent. fixes the foundation of the building at least as far back as the 2nd century. Its present dilapidated state is due to the vicissitudes of the middle ages. Abd-el-Rahman (p. 110) constructed a fort within its walls, and by the 12th cent. there had sprung up a veritable fortified town with several watch-towers, of which three remain. In summer the arena is used for bull-fights and open-air plays.

Above the amphitheatre, to the E., stands the church of *Notre-Dame-la-Major* (Pl. E 3), of the 12th and 16th cent., on the site of an older building in which was held the ecclesiastical council of 452. From the Place de la Major a steep path descends to the Porte Agnel (Pl. E 2), outside which we turn to the S. (r.), skirting the most interesting section of the *Ramparts*, which stand on a Roman foundation.—Crossing the Promenade des Lices we keep straight on by the Av. des Aliscamps and, beyond the Canal de Craponne, reach the ***Aliscamps** (Elysii Campi) or *Allée des Tombeaux* (Pl. E 4), the solitary avenue now left of the extensive necropolis of ancient Arles.

This remarkable avenue of marble tombs was the ancient approach to Arles of the Aurelian Way. St. Trophimus was buried here, and the miracles performed around his tomb brought great honour to the site. From the 4th cent. onwards princes and prelates were buried near his tomb, and the people of towns along the Rhône used to float downstream the coffins of their dead, bearing money to pay the expense of burial near this sacred spot. Dante mentions this cemetery (Inferno ix, 112) and Ariosto alludes to it in the 'Orlando Furioso.' The translation of St. Trophimus to the cathedral in the 13th cent. deprived the Aliscamps of their glory. Many of their most beautiful monuments were carried to other cities; others were later removed to the Musée Lapidaire (p. 111), and, on the construction of the railway and its workshops, the remainder were assembled along the avenue as we now see it.

At the beginning, on the left, is the *Chapelle St-Accurse* (1521), adjoining the Romanesque entry of a vanished church, known as St-Césaire-le-Vieux. Farther on, on the right, is the *Tomb of the Consuls*, who died during the plague of 1720. On the left, the *Oratoire des Porcelets* (14th cent.), a noble family of Provence, and a wall of the chapel of *Notre-Dame-des-Guerres* (? 10th cent.). At the end is the church of *St-Honorat*, a ruined 12th cent. building with later additions.

Returning from the Aliscamps, we may follow the broad *Promenade des Lices* (Pl. D, C 4), on which are the principal

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cafés. The Rue du Marché-Neuf leads hence to the ***Muséon Arlaten** (Pl. C 3), at the corner of the Rue de la République and Rue Frédéric-Mistral, a most interesting collection illustrating the life and customs of Provence, founded mainly by the efforts of Frédéric Mistral (p. 100). Adm. 50 c.; 8–12 and 2–4.30 or 6.

The museum occupies the Renaissance *Hôtel Castellane-Laval*, and preserves some quaint woodcarvings and a good façade (N. side).

The principal room on the ground floor is the SALO DOU CUNSISTORI, where the 'félibres' (p. 89) used to hold their meetings. On the STAIRCASE are banners of the corporations of Arles and a painting of the Farandole in the Aliscamps, by *J. Belon*.—On the 1st floor (left): SALO FELIBRENCO. Portrait busts and models, including a reproduction of the castle of Tarascon. SALO MEINAGIERO, illustrating life on a Provençal farm. SALO DI MOBLE, Furniture, pottery, spinning-wheels, etc. SALO FESTADIERO, Provençal games; figure of the Tarasque (p. 101); in a case, the 'Cabeladuro d'Or,' a headdress discovered in a tomb at Les Baux; model of an Arlésienne at prayer, collection of charms and talismans. CHAMBRO ESPOUSIVO. An Arlésienne mother receiving symbolic presents on the birth of her first child. SALO CALENDALO. An old-fashioned kitchen at Christmas.—The corridor on the right leads to four more rooms: SALO D'ISTORI, with historical documents, etc.; SALO MISTRALENCO, devoted to the life of Mistral and containing the poet's cradle, the MS. of his masterpiece Mirèio (Mireille), and numerous portraits; SALO DOU ROSE ET DE LA MAR, with boats and fishing-tackle for river and sea; SALO DE LA MUSICO, showing musical instruments, jewellery, etc.—In the courtyard the apse of a *Roman Basilica* (3rd cent.) has been uncovered.

Among the attractions of secondary interest at Arles are the *Palais de Constantin* or *Palais de la Trouille* (Pl. C 2), with remains of a Roman bath; the *Musée Réattu* (Pl. C 2), in the old Commandery of the Knights of Malta, containing paintings and souvenirs of the Arlesien artist Réattu (1760–1833) and a few old masters. The 17th cent. church of *St-Antoine* (Pl. D 2) has a font hollowed out of an antique capital; *Ste-Croix* (Pl. B 3), showing 12th cent. details, is now a storehouse; and *St-Césaire* (Pl. B 3; 15–16th cent.) contains tombs of the Quiqueran de Beaujeu family. Some remains of the *Abbey of St-Césaire* (Pl. D 3; 11–12th cent.) have been converted into dwellings.

EXCURSIONS FROM ARLES

Arles is an admirable centre for excursions in the Camargue and among the hills of lower Provence. Montmajour, Les Baux, St-Rémy, Les Saintes-Maries, St-Gilles, and Aiguesmortes are within easy reach of the motorist; the train services, however, are poor, and St-Gilles and Aiguesmortes are better served from Nîmes.

FROM ARLES TO MONTMAJOUR, LES BAUX, AND ST-RÉMY, RETURNING VIÂ TARASCON, 38 m. (61¼ km.) by road (motor car, c. 80–90 fr.). This is an indispensable excursion for anyone interested in the history and the artistic and natural beauty of Provence. The principal points of interest are called at by the P.L.M. autocar 'Circuit des Baux,' which, however, starts from Avignon and runs to scheduled time.

We leave Arles by the Tarascon road and (1½ m.) bear to the right.—2½ m. **Montmajour** (railway, see p. 116). The ruined Benedictine abbey (50 c.), on a height above the road, was probably founded in the 6th cent.; its present remains date principally from the 12th and 14th centuries.

The *CHURCH, never finished, consists of a broad aisleless nave and apsidal choir and transepts. On the N. side are two 15th cent. chapels and a 14th cent. chapel with tombs of the Malsang family. Beneath the choir and transept is

an admirable *Crypt*, with an ambulatory and five radiating chapels, which are not repeated in the church above. The *Cloister, S. of the church, with double columns and storied capitals, is a fine example of 12th cent. work. Off the E. side opens the *Chapter House*. The *Refectory*, on the S. side, and the 18th cent. conventual buildings beyond are now used as a farm. The battlemented *Donjon*, S.E. of the church, was built in 1369. Beneath the castle rock are the curious *Chapelle St-Pierre* (11-12th cent.) and two caverns, one called the 'Confessional de St-Trophime.'—A few yards farther along the road is the *Chapelle Ste-Croix* (late 12th or early 13th cent.; key at Montmajour), a square building with four apses and a W. porch. The rock on which it stands is honeycombed with tombs.

Beyond Montmajour, on each side of the road (guide-posts), are a number of covered *Dolmens*, or 'allées couvertes,' an interesting type of late-Neolithic tomb-chamber.—5½ m. *Fontvieille* is a quarry village with a ruined castle (1353); here are considerable beds of bauxite (named after Les Baux), an ore rich in aluminium. On the right rises a ruined windmill, the *Moulin de Daudet* (tablet), near the Château de Montauban, a frequent residence of Alphonse Daudet, who, however, wrote his famous 'Lettres de mon Moulin' mainly in Paris.

Beyond (8 m.) the ruins of *Mont-Paon* we bear to the left and mount the S. flank of the stony *Alpilles*; a road on the right leads to the station of Paradou (p. 116). The ascent becomes steeper and the scenery more desolate, and Les Baux appears vertically above the road to the right. A sharp bend and a steep ascent brings us to (10¾ m., 17½ km.) ***Les Baux** (*Hôt. Monte-Carlo*, quite unpretending), a curious ancient ruined town (76 inhab.) on an abrupt spur of the Alpilles, surrounded and buttressed by bare rock and surmounted by a castle. 'Bau,' in Provençale, signifies escarpment.

The castle of Les Baux was first important as a refuge from the Saracen invaders of the 8th century. By the 12th cent. the seigneurs of Les Baux, who claimed descent from Balthazar, one of the Wise Men of the East, and placed the Star of Bethlehem in their coat-of-arms, held lands all over Provence, and boasted, either successively or simultaneously, the titles of Prince of Orange, Count of Provence, King of Arles and of Vienne, and even Emperor of Constantinople. Their famous 'Cour d'Amour' was frequented by the most celebrated troubadours of the time. The ruin of Les Baux, however, was presaged by the perfidy of Barral des Baux, who, elected podestat of Arles, sold the city to Charles of Anjou (1251). The princely house never regained its honour, and the lesser nobles and their retainers, at one time 4000 in number, deserted the city. The castle was taken in 1335, and completely demolished in 1632 by Louis XIII, who presented it to the Prince of Monaco.

The state of utter confusion in which the passage of time has left the ruins of Les Baux makes an itinerary description almost impossible. Hurried tourists may obtain the services of a guide outside the inn; but, as all the points of interest are indicated by placards, visitors will find it pleasantest to explore the place at leisure.

Many of the innumerable ruined houses, with their beautiful Romanesque, Gothic, and Renaissance details, are partly hewn out of the rock. On the right, below the hotel, is the *Hôtel de Ville*, beyond which is the *Porte d'Eyguières* or *Lou Pourtaou*, the original entrance to the city. Higher up, in the centre of the town, is the church of *St-Vincent*, of three periods; the S. aisle is Carlovingian (9th cent.), the nave 12th cent., and the N. aisle 14th century. In the S. aisle are

a Roman sarcophagus and a 10th cent. font. The school, nearly opposite, occupies the *Maison des Porcelets*, with a fine 14th cent. room on the ground floor.

The *Castle*, on the summit of the hill, is little more than a formless heap of ruins; but its vast extent gives some idea of the impressive appearance it must have worn in the heyday of the Seigneurs. The lower chambers, hewn from the living rock, are the oldest and most interesting part of the ruins. An iron staircase ascends to the top of the keep, which commands a wide view.

Beneath the S. side of the castle (path from the Porte des Archers) is the *Trimaié* (trois Maries or trois Marius), a stele supposed to represent the three Maries (comp. p. 116) or Marius, his wife, and his familiar prophetess, Martha.

Outside the Pourtaou (p. 114) we may descend (guide desirable) to th **Pavillon de la Reine Jeanne*, a gem of Renaissance art (1581; gratuity), built however, by a Baroness Jeanne of Baux, not by a queen. Above, on the hill to the left, is the *Grotte des Fées*, or 'Trau di Fado,' a remarkable cavern 225 yds deep, described by Mistral in his poem 'Mirèille' or 'Mireio.' We may continue the walk to include the *Val d'Enfer*, a gorge strewn with weirdly-shaped rocks, on the left of the road to St-Rémy.

The direct road from Les Baux to (5¾ m.) St-Rémy viâ Le Mas-Véran is the more picturesque of two alternatives, but it misses the Roman antiquities. It is to be recommended, however, to travellers who wish to return direct to Arles.—The longer road (7 m.) leads S.E. and joins (15¼ m. from Arles) the road from Maussanne to St-Rémy. We turn to the left, cross the ridge of the Alpilles, and descend steeply to (17 m.) the Plateau des Antiquités, outside the town.

Here, in a deserted but commanding site, stand the celebrated ***Triumphal Arch** and ***Mausoleum,** the sole relics of the Roman station of *Glanum Livii*. The date of their erection is unknown.

The Mausoleum, 63 ft. high, stands on a square pedestal, above which are two main stories, crowned by six Corinthian columns supporting a cupola. The reliefs of the lower story represent battle-scenes; the upper story is pierced by four arches and has a frieze of gods and sea-monsters. The heads of the statues beneath the cupola are modern. An inscription on the N. side announces that it was set up by three members of the Gens Julia in honour of their parents.—The Triumphal Arch has lost its upper parts, but the six sided panels in the vaulting are remarkably well preserved. The sculptures of the piers represent chained captives accompanied by women.

On the opposite side of the road, a few paces farther on, is the entrance to the priory of *St-Paul-de-Mausole*, now a lunatic asylum (visitors ring), which preserves a church and a charming cloister of the 12th cent., set in a pretty garden.

18 m. **St-Rémy** (*Hôt. de Provence; de Ville-Verte*), a dull little town (3349 inhab.) with one or two quaint streets, was the birthplace of Nostradamus (p. 109), whose alleged house stands in the Place Favier. The félibre Joseph Roumanille (1818–91) was another native of the town. The fine church tower was built by John XXII in 1330.—Road to *Avignon*, see p. 109; railway to *Tarascon* and to *Orgon*, see p. 101.

The Tarascon road follows the N. foot of the Alpilles. The 17th cent. chapel of Notre-Dame-du-Château is prominent on the ridge to the left. At (23½ m.) *St-Etienne-du-Grès* we bear

to the right. The road to the left avoids Tarascon, and rejoins our route at the Chapelle St-Gabriel, saving 4 miles.—27½ m. *Tarascon*, see p. 100. The return to Arles is uninteresting, but on the left at (30 m.) the first road-junction is the 11th cent. chapel of *St-Gabriel*.—38 m. (61¼ km.) *Arles*, p. 110.

From Arles to Salon, 28½ m. (46 km.), light railway in 2–2½ hrs. (6 fr. 25, 4 fr. 60 c.). It is on the road from Arles to Salon that Mr. Locke first introduces us to that typical son of Provence, Aristide Pujol.—2½ m. *Montmajour* (p. 113); passengers wishing to alight should inform the guard at Arles.—5½ m. *Fontvieille* (p. 114).—9½ m. *Paradou-Les Baux* is 2¼ m. S. of Les Baux (p. 114).—10½ m. *Maussanne*.—14½ m. *Mouriès*, on the site of the Roman *Tericiæ*, is 2 m. E. of the *Château de Joyeuse-Garde*, built by King René for his queen, Jeanne de Laval. —19½ m. *Aureille* is named after the Via Aurelia (p. 112), well-preserved sections of which may be seen in the vicinity.—23½ m. (38 km.) **Eyguières** (*Hôt. Payen*) is the best starting-point for the ascent of the *Aupiho* (1614 ft.; 2 hrs.), the highest of the Alpilles, whose slopes are verdant with oak and pine and gay with thyme and asphodel. A branch line runs hence to *Meyrargues* (see p. 142). —28½ m. (46 km.) *Salon*, see p. 109.

From Arles to Les Saintes-Maries, 23¼ m. (38 km.), light railway in 1½ hr. (9 fr. 10, 5 fr. 45 c.).—The trains start from Arles–Trinquetaille station (p. 110), and cross the flat Camargue, the delta of the Rhône.

The **Camargue**, a flat and marshy tract between the two branches of the Rhône, tormented by mosquitoes in summer and autumn, is separated from the sea by a line of low dunes. About half of its total area is occupied by unreclaimed swamps and lagoons, largest of which is the *Etang de Vaccarès* or *Pichoto Mar* (little sea). Its pastures nourish large herds of sheep, the 'manades' of bulls destined for the arenas of Arles and Nîmes, and the small white horses of Arab type said to have been introduced by the Saracens. The district abounds in game, especially wild duck (macreuse), but the flamingoes and ibises which used to frequent its waters are now very scarce. The vine has been introduced with success.

Beyond the halt of *Icard* we catch sight of the Etang de Vaccarès on the left.—23½ m. (38 km.) **Les Saintes-Maries-de-la-Mer** (*Hôt. de la Plage, du Commerce*, two small inns) is famous for its two pilgrimages (May 24–25th; Sat. and Sun. after Oct. 21st) to the shrine of the three Maries.

The legend tells how the three Maries (St. Mary, sister of the Virgin, St. Mary, mother of the Apostles John and James, and St. Mary Magdalen) landed there c. 40 A.D. in company with their servant Sarah (represented as an Ethiopian), Martha, Lazarus, and Maximinus, having fled from persecution in the Holy Land. The first two Maries and Sarah were buried here and their relics were discovered by King René in 1448 and enshrined in the upper church. Mary Magdalen retired to the Sainte Baume (p. 147). Mistral places the tragic dénouement of his 'Mireille' at Les Saintes-Maries.

The spring pilgrimage is especially curious on account of the influx of gypsies, who come from all over Europe to honour the shrine of their ancestress Sarah. A guard of honour is mounted over her tomb all night. On May 24th the church is filled to overflowing; the shrine is let down at 4 p.m. during vespers; the following day, after a religious procession, it is raised again at the same hour. The next few days are devoted to bull-fights, horse-races, farandoles, and other characteristic sports.

The fortified *Church (shown by the curé; donation expected) is in itself sufficiently remarkable, rearing its battlements and its curious tower above a waste of sand and marsh. It is made up of a nave and three eastern chapels superimposed. The *Crypt* contains the relics of St. Sarah and remains

of a Mithraic temple that stood on this site. The *Principal Church*, on the ground level, has eight fine columns in its apse, and, in the nave, a well for use during the defence of the church. On the left is a quaint wooden boat with figures of the Maries and Sarah. The relics of the two Maries are contained in the upper *Chapelle des Miracles*, which is ornamented with 12th cent. paintings. The battlements command a fine view over the Camargue and the Mediterranean.

The line from Arles–Trinquetaille to (23½ m.) *Salin-de-Giraud* crosses the E. part of the Camargue. On the other bank of the Grand-Rhône is the railway from Arles-P.L.M. to (25½ m.) *Port-St-Louis-du-Rhône*, a small modern port dating from 1871.

From Arles to Nîmes.—A. Viâ Tarascon, 25½ m. (41 km.), P.L.M. railway in 1–1½ hr. (12 fr. 60, 8 fr. 25, 5 fr. 20 c.; through trains from Marseilles to Cette and Bordeaux). To (8 m.) *Tarascon*, see p. 101; thence to *Nîmes*, see below.

B. Viâ Bouillargues, 20½ m. (33 km.), electric railway in 65–70 min. (8 fr. 30, 4 fr. 15 c.). The trains start from Arles–Trinquetaille station.—2 m. *Fourques*, at the junction of the Grand-Rhône and Petit-Rhône.—8 m. *Bellegarde*.—15 m. *Bouillargues*, junction for St-Gilles (comp. p. 126).—20½ m. *Nîmes* (p. 122).

C. Viâ St-Gilles, a roundabout route allowing a halt of 1 to 3½ hrs. at St-Gilles. Comp. below and p. 126.

From Arles to Lunel 28 m. (45 km.), P.L.M. railway in 1¾–2 hrs.; to *St-Gilles*, 11 m. in ¼ hr. (5 fr. 55, 3 fr. 60, 2 fr. 30 c.). We cross the two branches of the Rhône.—11 m. (18 km.) **St-Gilles** (*Hôt. du Globe*, plain, L. 10 fr.), a town (4758 inhab.) of great antiquity but dubious origin, takes its name from the hermit-saint whose tame doe was wounded by Wamba, king of the Visigoths. Following his quarry to the saint's cell, the repentant king bequeathed the district to the Church. In the early 12th cent. the first priory in Europe of the Knights of St. John was founded here by Raymond IV of Toulouse, who began the famous church. The town rose to great importance and was the birthplace of Clement IV (pope in 1265–8). Its decay dates from the Wars of Religion.

The Church fortified by the Huguenots in 1562, was almost completely destroyed in 1622, but by great good fortune its chief glory, the *West Front, was comparatively little damaged. The three portals are framed by pillars supported on lions. The reliefs and statues are unrivalled in beauty and interest; Byzantine and classical inspiration are curiously intermingled. The rest of the church is a drab example of 17th cent. Gothic, but beneath it is an interesting crypt with strongly-carved vault-ribs covering the tomb of St. Giles. The fragmentary ruins of the original choir include the stair-turret of the N.E. tower (key at the Mairie), which contains the **Vis de St-Gilles*, a spiral stair with a marvellously constructed roof, visited by journeymen-masons from all parts of France. The so-called *House of Clement IV* in a road opposite the church is a 12th cent. building completely disfigured by restoration. Many interesting Gothic and Renaissance details survive in the squalid little streets on the hillside.

22½ m. *Le Cailar* and (24½ m.) *Aimargues* are on the line from Nîmes to Aigues-mortes (p. 125).—26 m. *Marsillargues*.—28 m. (45 km.) *Lunel* (p. 253).

From Arles to *Avignon* (Lyons, Paris) and to *Marseilles*, see pp. 100, 101.

17. FROM LYONS (PARIS) TO NÎMES

A. Viâ Tarascon

Railway from Lyons, 174 m. (280 km.) in 4½–5½ hrs. (36 fr. 10, 26 fr. 25, 15 fr. 40 c.) by the fastest trains; from Paris, see p. 86. This is the express route, followed by international trains from Paris to Port-Bou on the Spanish frontier.

Road, see p. 89 and p. 86.

From Lyons viâ Avignon to (156½ m., 252 km.) *Tarascon*, see Rte. 14.—The Nîmes line diverges to the right from the

railway to Arles and Marseilles and crosses the Rhône on a viaduct 620 yds. long, affording a good view (r.) of Tarascon and Beaucaire.—158 m. (255 km.) **Beaucaire** (*Hôt. du Glacier*) is a quiet little town (6451 inhab.) on the right bank of the Rhône, with a mediæval *Castle* famous as the principal scene of the romance of 'Aucassin and Nicolette.' The present building (13–14th cent.), with its triangular keep and crenellated ramparts, stands on a hill which falls perpendicularly towards the river and is separated by a deep trench from the adjoining hills. The little *Chapel* beside the keep is likewise of the 13th cent., though Romanesque in style. In the town are two churches—*Notre-Dame-des-Pommiers*, in the Louis-Quinze style, and *St-Paul*, 14–15th cent. Gothic—and the *Hôtel de Ville*, a well-proportioned Louis-Quatorze building.

From Beaucaire to Remoulins, 12½ m. (20 km.) in 35–40 min. (6 fr. 15, 4 fr., 2 fr. 55 c.); through trains on this line from Tarascon to Uzès and Le Martinet.—The line ascends the valley of the Gard.—8 m. *Meynes-Montfrin*. On the right are the 12th cent. church and tower of Montfrin.—At (11¾ m.) *Lafoux* (p. 122) we join the line from Nîmes.—12½ m. *Remoulins*, see p. 122.

Beyond Beaucaire we cross the stony plateau of *La Costière*, more fertile than the Crau and producing a very heady wine. Three unimportant stations.—174 m. (280 km.) **Nîmes**, see Rte. 18.

B. Viâ Le Teil

Railway from Lyons, 174 m. (280 km.) in 8¾–10 hrs. (fares as by Rte. A). No through carriages from Paris. This route is of importance only for intermediate stations on the right bank of the Rhône.

Lyons, see Rte. 4; the trains start from the Perrache station.—3 m. *Oullins* (p. 33).—We pass a number of industrial villages.—10½ m. *Grigny* is overlooked by its 14th cent. keep.—13 m. *Givors-Canal*, see p. 33.—20½ m. *Ste-Colombe* (p. 91) is opposite Vienne.—24½ m. *Ampuis* is famous for its apricots and the vintage of Côte-Rôtie.—27½ m. *Condrieu* (Hôt. du Commerce) is an ancient little town (1799 inhab.) with a ruined castle and (opposite the church) a remarkable 15th cent. house.—31 m. *Chavanay* is connected by motor omnibus (2 fr.) with (4½ m.) *Pélussin*, a starting-point for the ascent of Mont Pilat (see p. 213). In July–Sept. autocars make the ascent in 3½ hrs.—34 m. *St-Pierre-de-Bœuf* (see p. 213).—38 m. *Serrières* (Hôt. Ravon) is a picturesque little town with a curious ossuary in the church.—40½ m. (65 km.) **Peyraud** (*Buffet*), with a fine Louis-Treize château, is connected by railway with (1¼ m.) St-Rambert-d'Albon (p. 91).

From Peyraud to Firminy, 51½ m. (83 km.), railway in 3¾–4¾ hrs. (25 fr. 50, 15 fr. 65, 10 fr. 50 c.; through trains from St-Rambert). The railway, interrupted by frequent tunnels, ascends the hills on the right of the Rhône and crosses the Thorrençon gorge.—11 m. (18 km.) **Annonay** (*Hôt. du Midi*), a flourishing town (13,584 inhab.) in a picturesque site, is renowned for its paper-mills and has given many famous men of science to France, including Joseph and Etienne Montgolfier, the pioneers of aerial travel, whose first balloon ascent was made here in 1783, and Marc Seguin (1786–1875), who constructed the first

railway in France (comp. p. 33). A 14th cent. spire in the principal street is almost the only relic of antiquity. Motor omnibuses hence ascend the picturesque valleys of the Vocance and the Ay. The chief service runs to (14¼ m. in 1½ hrs.; 4½ fr.) *Lalouvesc* (Grand-Hôtel; des Trois-Pigeons), a hill resort (3450 ft.), noted for its basilica (1864–77) built in honour of the tomb of St. François Régis (1597–1640), a great centre of pilgrimage (June 16th).

Beyond a spiral tunnel we reach (19½ m.) *Bourg-Argental* (Hôt. de France), a silk-weaving town (2876 inhab.), preserving an 11th cent. church *Porch and fragmentary fortifications.—26¾ m. *St-Sauveur-en-Rue* has an 11th cent. church (rebuilt). We cross the main ridge of the Cévennes in the Tracol tunnel (2600 yds.).—At (30½ m.) *Riotord* and at (34 m.) *Dunières* are other 11th cent. churches. A motor omnibus (5 fr.) runs from Dunières to (20 m. in 2 hrs.) *Lalouvesc* (see above). Branch lines to La Voûte-sur-Loire (p. 214) and La Voulte-sur-Rhône (see below).—We descend into the industrial basin of Firminy.—43 m. *St-Didier-la-Séauve* (2242 inhab.). Beyond (46 m.) *Pont-Salomon* is the tunnel of St-Ferréol (1380 yds.).—51½ m. (83 km.) *Firminy*, see p. 214.

42¼ m. *St-Désirat-Champagne* has a curious 11th cent. church incorporating Roman capitals and sculptures.—44¾ m. *Andance*.—53½ m. *Vion*, with a good Romanesque crypt.—57¾ m. (93 km.) **Tournon** (*Hôt. de la Poste et de l'Assurance ; Montillet*), connected with Tain (p. 92) by two suspension bridges, one of which, the oldest in France, was built by Marc Seguin (comp. p. 118), is a dull little town (4149 inhab.), with a large but poorly restored Gothic church (14–17th cent.) and an imposing castle. The Lycée occupies the Renaissance buildings of a college founded by Card. de Tournon (1489–1562).

From Tournon to Le Cheylard, 33 m. (53 km.), light railway in 2½–2¾ hrs., ascending the beautiful **Gorge of the Doux*.—Beyond (4½ m.) *Troye* we thread the *Etroits*, the most curious part of the gorge.—12 m. *Boucieu-le-Roi*, a picturesque old village with quaint houses.—20½ m. **Lamastre** (*Hôt. du Commerce ; du Midi*), at the junction of three rivers, stands partly in the valley and partly on a hill. Its castle occupies a second hill. About 4½ m. W. is the curious little fortified town of *Désaignes*.—Beyond a tunnel we descend the side of the Érieux valley, commanding a fine view.—33 m. *Le Cheylard*, see p. 120.

62¾ m. *Châteaubourg* has a restored castle.—66 m. (106 km.) **St-Péray** (*Hôt. Badet ; de la Gare*), famous for its sparkling wines, is overlooked by the castles of Beauregard (now a restaurant) and Crussol (view). The little town (1538 inhab.) stands opposite Valence (p. 92) and is a favourite resort of the Valentinois.

A steam tramway from St-Péray serves the small hill-resorts of (12 m.) *Alboussières* (1805 ft.; Hôt. Cheynet; des Voyageurs) and (19¼ m.) *Vernoux* (1920 ft.; Hôt. du Nord).

70 m. *Soyons*, beneath the leaning Tour Maudite, was the birthplace of Gen. Championnet (1762–1800), organiser of the Parthenopean Republic.—72½ m. *Charmes* is the station for the little spa of (1¾ m. W.) *St-Georges-les-Bains*, where there is a large Salvation Army holiday hostel. Above St-Georges are the fine ruins of the abbey of *St-Marcel-de-Crussol*.—77 m. (126 km.) **La Voulte-sur-Rhône** (2484 inhab.; *Buffet ; Hôt. du Musée ; de la Poste*) is connected by railway with Livron (p. 93) and Privas, and by light railway with Dunières. The remains of the 14th cent. castle are interesting; the modern church preserves some good reliefs from the

building which it succeeded; and there are a few 15–16th cent. houses in the old town.

From La Voulte to Privas, 16¾ m. (27 km.) in ¾–1 hr. (8 fr. 30, 5 fr. 40, 3 fr. 40 c.; through trains from Valence viâ Livron).—3½ m. *Le Pouzin*, see below.—11 m. *Chomérac*.—16¾ m. (27 km.) **Privas** (*Hôt. de la Croix-d'Or; du Louvre*), pleasantly situated beneath Mont Toulon (1398 ft.) on a ridge between the Ouvèze and the Charalon, is the capital (5021 inhab.) of the department of the *Ardèche*. Its modern appearance is due to the complete destruction of the town in 1629 by Louis XIII and Richelieu, who were enraged by its stubborn adherence to Protestantism.—The steam tramway from Privas to Le Pouzin and to Aubenas has been suspended since 1914.

From La Voulte to Dunières, 67½ m. (109 km.), light railway in 7½ hrs. with a halt of 2 hrs. at Le Cheylard.—The line ascends the rugged valley of the Érieux.—15½ m. *St-Sauveur-de-Montagut* is the nearest station to the unfrequented little spa of (13½ m.) *Marcols-les-Eaux* (Hôt. Serre; Lafont).—30 m. (48 km.) **Le Cheylard** (1414 ft.; *Hôt. Courtial; des Voyageurs*), connected by another light railway with Tournon (see p. 119), stands in a picturesque site near the confluence of the Dorne and the Érieux. Autocars run in summer to Vals-les-Bains (p. 244).—The line ascends more steeply above the Érieux—34 m. *St-Martin-de-Valamas* (1800 ft.; inns), at the mouth of the Eysse, lies about 1 hr. from the castle of *Rochebonne*, on the opposite side of the valley, and may be made a starting-point for the ascent of Mont Mézenc (p. 243) viâ (12½ m. W.) *Borée*.—Beyond (38 m.) *St-Julien-Boutières* (2146 ft.) the ascent becomes more picturesque as the railway winds upwards, crossing many viaducts.—44¾ m. (72 km.) **St-Agrève** (*Buffet; Hôt. Porte; du Vivarais; Beauséjour*) is a frequented summer-resort (3445 ft.), named after a martyred bishop of Le Puy. The castle-hill commands a splendid view of the Cévennes, the Monts du Vivarais, and, far to the E., the Dauphiny Alps. Mont Mézenc (p. 243) may be reached hence by the road viâ (13½ m.) *Fay-le-Froid* to (23½ m.) *Les Estables* (p. 242).—Beyond (46½ m.) *Devesset* (3478 ft.) we leave the Rhône basin for that of the Loire.—51½ m. *Le Chambon-de-Tence* (3173 ft.; Hôt. des Touristes; du Commerce) is another summer resort.—57 m. (92 km.) **Tence** (2789 ft.; *Buffet; Hôt. de la Gare; Mourgue; des Touristes*), a bright and prosperous little market town (1329 inhab.) with a 15–17th cent. church, is likewise frequented in summer.—At (61½ m.) *Raucoules-Brossettes* we join the line from La Voûte-sur-Loire (p. 214).—63½ m. *Montfaucon* (3061 ft.).—67 m. *Dunières-Ville;* 67½ m. *Dunières-P.L.M.*, see p. 214.

Beyond La Voulte we enjoy a good view (l.) of the Drôme valley.—81½ m. *Le Pouzin*, where the line to Privas diverges (see above), stands at the mouth of the Ouvèze.—84½ m. *Baix* preserves some 15th cent. houses.—89 m. (143 km.) **Cruas** (*Hôt. Devif*) is famous for its Romanesque *Abbey Church (970), which has a square W. tower and a round E. tower. The crypt beneath the choir dates from the 9th cent. and contains a curious 11th cent. mosaic. The nave floor was raised in the 13th cent., forming a second crypt, or undercroft. Above stands a turreted keep.—93¾ m. (151 km.) **Rochemaure** (*Hôt. Cavard*), opposite Montélimar, stands at the end of the remarkable volcanic dyke or *Chaîne du Coiron*, which extends like a wall from Mont Mézenc to the Rhône. The ruined castle on the hill-top is separated from its keep by an abyss with almost vertical walls. In the old town are a Romanesque church and another smaller keep. The ascent of the *Pic de Chenavari* (1667 ft.; 1¼ hr. from the castle) is interesting on account of the basaltic causeway (Pavé des Géants) a little below the summit.—97 m. (156 km.) **Le Teil** (*Buffet; Hôt. Terminus; du Commerce*), an important

railway junction (4052 inhab.) is conspicuous for its large limestone quarries. Branch line to *Vals-les-Bains* and *Alais*, see p. 231.

102½ m. (165 km.) **Viviers** (*Hôt. des Voyageurs*), the seat of a bishop and the old capital (1781 inhab.) of the mountainous district of *Vivarais*, lies in a pleasant situation at the foot of its cathedral-rock. At the entrance to the town from the station are the 17th cent. *Bishop's Palace* and the Louis-Quinze *Hôtel de Roqueplane*. In the Place de l'Hôtel-de-Ville is the charming *Maison des Chevaliers* (Renaissance), and in a neighbouring street is the *Hôtel des Receveurs des Tailles* (1740). The Cathedral (*St-Vincent*), Romanesque in core, has been several times rebuilt. The nave was reconstructed in the 17th cent. and the fine Flamboyant windows in the choir are of the 15th century. Here are also some well-carved stalls (1661–1717) and six Gobelins *Tapestries. The Romanesque tower and spire are mainly good 12th cent. work.—107 m. *St-Montant* is an old fortified village.—110½ m. (178 km.) **Bourg-St-Andéol** (3480 inhab.; *Hôt. Moderne ; du Luxembourg*) is noted for its beautiful Romanesque **Church* (early 12th cent.), which preserves the 2nd cent. sarcophagus (beneath the altar) of its martyred patron. To the left of the church is the charming *Hôtel Nicolaï* (16th cent.) with a tower (visitors admitted) commanding a good view, and there are several other fine mansions (17–18th cent.) in the Rue du Collège and other streets. The *Hospice* has an interesting chapel and cloister.

About 10 min. S. of the town, near the railway viaduct, is the *Fontaine de Tournes*, with a colossal but much worn relief representing Mithras. To the W. extends the desert *Plateau des Grads* (54 sq. m.), abounding in neolithic remains, but to-day almost uninhabited.

We cross the Vallon de Tournes. To the E. appears the conical Mont Ventoux.—115½ m. *St-Just-St-Marcel* is 3 m. from St-Martin-d'Ardèche (p. 232). We cross the Ardèche about a mile from its mouth.—120 m. (193 km.) **Pont-St-Esprit** (*Hôt. de l'Europe et de la Poste ; du Commerce*), an old fortified town (4770 inhab.), takes its name from a remarkable *Bridge, 1000 yds. long, which here spans one of the swiftest reaches of the Rhône.

The bridge was begun in 1265 by the Fratres Pontis (bridge-building friars) and was dedicated to the Holy Ghost. Of the original 25 arches, 19 remain, but the upstream face of the bridge was altered when the bridge was widened in 1860.

In the town may be noted the 15th cent. *Maison du Roi*, with an old fresco of the bridge; the *Citadel* (1595–1620), incorporating remains of a 14th cent. hospital (permission to visit from the officer commanding); the 15th cent. church of *St-Saturnin ;* and several other ancient houses.—The railway now leaves the Rhône and crosses the Cèze.—127¼ m. (205 km.) **Bagnols-sur-Cèze** (2838 inhab.; *Hôt. du Louvre*) contains a small Musée, partly housed in the turreted *Hôtel*

Mallet. The 14th cent. church has been badly restored. A road ascends the picturesque valley of the Cèze to (25½ m.) *Barjac*, on the road from Vans to Vallon (p. 232).—We rejoin the Rhône near the isolated station of (133½ m.) *L'Ardoise*. Branch line to Alais, see p. 232.—138½ m. *Roquemaure*, formerly on an island in the Rhône, preserves two towers of its old castle. Pope Clement V died while crossing the Rhône between Roquemaure and Châteauneuf (p. 100).—144½ m. *Villeneuve-Pujaut* and (146 m.) *Pont-d'Avignon* both serve the town of Villeneuve-lès-Avignon (p. 108).—152¾ m. *Aramon*, with quaint old houses and a fine suspension bridge.—Beyond (156 m.) *Théziers*, with its 11th cent. church, we quit the Rhône valley and ascend the Gard.—160¾ m. (259 km.) **Remoulins** (*Buffet; Hôt. du Nord; du Commerce*), with a 13th cent. castle and a Romanesque church used as the town hall, is important mainly as a railway junction.

From Remoulins to *Beaucaire* and *Tarascon*, see p. 118; to the *Pont du Gard*, *Uzès*, and *Le Martinet*, see p. 126.

161½ m. *Lafoux-les-Bains* is the nearest station on this line to the Pont du Gard (see p. 125).—On the right, at (169½ m.) *Marguerittes*, we see the ruined 12th cent. church of St-Gilles.—At (171½ m.) *Grézan* we join the line from Tarascon (see p. 117).—174 m. (280 km.) **Nîmes**, see Rte. 18.

18. NÎMES AND ITS ENVIRONS

NÎMES, the busy and prosperous capital (78,052 inhab.) of the department of the *Gard* and the seat of a bishop, is famous for its wonderful relics of the Roman occupation of Gaul. Arles is its only rival in France in this respect, but, unlike Arles, Nîmes is at least as flourishing to-day as it was in Roman times, though the mediæval city, now enclosed within a line of boulevards, was far smaller than the Roman settlement. Nîmes is an excellent centre for excursions and a convenient base for visiting Aiguesmortes, the Pont du Gard, and the Gorges of the Tarn.

Railway Stations. *P.L.M.* (Pl. D 4) for all main line services. *Chemin de Fer de la Camargue* (Pl., C 4), adjoining the P.L.M. station on the S.W.

Hotels. Du Luxembourg (Pl. a; C 3), Esplanade, R. 12, L. 16, D. 18, pens. 50 fr.; Du Midi and de la Poste (Pl. c; C 3). Square de la Couronne, good cuisine, R. 15, L. or D. 13, pens. 30 fr.; Du Cheval-Blanc (Pl. b; C 3), Place des Arènes, D'Europe & de Provence, Square de la Couronne (Pl. C 3), R. 10, D. 12, pens. 30 fr.; Modern Hotel, des Colonies, de Nice, all Av. Feuchères, R. 8, D. 8-10 fr.; Petit-St-Jean, Ménant, both Boul. Amiral-Courbet (Pl. C 2), R. 8, D. 9 fr.; Terminus, at the station; du Commerce, Boul. Gambetta (Pl. C 2); de France, Place des Arènes (Pl. C 3), R. 8, D. 8 fr.—Hôtels Meublés. *Royal*, Place d'Assas (Pl. B 2); *Grand-Nouvel-Hotel*, Boul. Amiral-Courbet (Pl. C 2).

Restaurants. *Durand*, N. of the Arènes, L. or D. 14 fr.; *Lisita*, Place des Arènes, L. or D. 10½ fr.; *Brasserie de l'Opéra*, behind the theatre, L. or D. 8½ fr.—Cafés on the Esplanade and in the boulevards.

Post Office (Pl. C 3), Square de la Couronne.

Tramways. From the station round the boulevards and back, every 5 min.; to the Jardin de la Fontaine, etc.

Autocars ply in the season to points of interest in the neighbourhood; apply at the Syndicat d'Initiative.

Information Bureaux. *Syndicat d'Initiative*, adjoining the theatre (Pl. B 2); *Bureau P.L.M.* at the station.

History. The Roman colony of *Nemausus*, though founded by Augustus, does not appear to have been of great importance until the reign of Antoninus Pius (c. 150 A.D.), whose family had lived in the neighbourhood. The prosperity which began in his time endured until the coming of the Vandals in 407. In 472 the Visigoths built a stronghold in the amphitheatre, and they were succeeded by an invasion of the Saracens, whom Charles Martel expelled in 737. Until 1185 Nîmes was part of the kingdom of Aquitaine, and then fell into the hands of the counts of Toulouse. From 1227 it was part of the French kingdom. The Protestant creed, preached by Pierre de Lavau in 1533, made great strides in Nîmes and, after the revocation of the Edict of Nantes, many of the Nimois who had embraced the reformed religion took refuge among the Camisards of the Cévennes. The Camisard insurrection (comp. p. 239), at first successful, was brought to an end by the treacherous submission of its leader, Jean Cavalier, to Marshal Villars at Nîmes in 1704. To-day the prosperity of Nîmes is based principally on the manufacture of silk.

Among famous Nimois are Jean Nicot, who introduced tobacco into France (1650); François Guizot (1787–1874), the historian and statesman; Jean Reboul (1796–1864), the baker poet; and Alphonse Daudet (1840–97), the novelist. Valentin-Esprit Fléchier (1632–1710; p. 100), the famous pulpit orator, was bishop of Nîmes.

The Avenue Feuchères leads straight from the station to the ESPLANADE (Pl. C 3), an open space adorned with a fountain by Questel, bearing statues by Pradier (1848). On the right are the modern church of *SS. Perpétue et Félicité*, and the Square de la Couronne, with a statue of Daudet, by Falguière. On the farther side of the Esplanade are the *Palais de Justice* (1826) and the ***Arènes** or **Amphitheatre** (Pl. C 3; entrance on the W. side; adm. 1 fr.), a splendid relic of the Roman occupation (comp. pp. 98, 112).

The great ellipse (146 by 111 yds.) is in a very fair state of repair, and unlike the amphitheatre at Arles, preserves its attic story. There are 34 rows of seats, with room for 24,000 spectators. Nearly every trace of the Visigoth stronghold and of the 11th cent. 'Château des Arènes' was removed during the restoration which began in 1809. The gallery behind the first story is wonderfully complete and gives a thoroughly good idea of the massive grandeur of the building. The lowness of the wall of the podium, separating the seats from the arena, shows that this amphitheatre was not used for the exhibition of wild beasts. Bull-fights, however, are held there nowadays three or four times a year.

From the S. corner of the Place des Arènes the Rue du Cité-Foulc leads to the **Musée des Beaux-Arts** (Pl. C 4; open daily, except Tues. and Sat., 9–12 and 1–4 or 5), which contains a good collection of paintings. GROUND FLOOR: *Delaroche*, Cromwell regarding the coffin of Charles I; *Carle Van Loo*, Portraits of the artist and his mother; *Sigalon*, Locusta and Nero experimenting on a slave with the poison intended for Britannicus; and other good French paintings.—On the right is a Sculpture Room, with good examples of Pradier's work (Bust of Reboul; Light Verse, a marble figure).—First Floor, R. I. (right), French School; R. II. Dutch School: *Teniers*, Woman spinning; R. IV. Italian Schools; R. VI. Dutch and Italian Schools.

The Boulevard Victor-Hugo leads direct from the Arènes past *St-Paul*, a modern church with frescoes by Hippolyte Flandrin, to the Place de la Comédie, in which are (l.) the theatre and (r.) the ***Maison Carrée** (Pl. B 2; open daily 8–12 and 1–4 or 2–5), the gem of Roman architecture in France.

This beautiful little temple (27 by 13 yds.), mellowed by the southern sun to a warm golden-brown, was most likely built under Antoninus Pius, though some critics assign it to the Augustan age. Its name in patois—*Capduel* (i.e. capitolium)—suggests that it was dedicated to the Capitoline Trinity, but its origin is entirely a matter for conjecture. The building is pseudoperipteral, having a colonnade which, though it completely encircles the building, is partly engaged in the walls of the cella. The main entablature and the consoles and cornice above the entrance are of first-rate workmanship. Having passed through many vicissitudes as a fort, a private house, and an Augustine church, it is now occupied by a museum of antiquities. It is recorded that Colbert wished to transport it piecemeal and re-erect it in the park of Versailles.

The larger fragments of the **Museum of Antiquities** are in the courtyard; most noticeable is a large pediment from the Jardin de la Fontaine. The collection within shows less fine workmanship than that at Arles, the Greek inspiration being entirely lacking. In the centre is the Venus of Nîmes, found in over 100 fragments in 1873. The collection of Roman and mediæval coins is extremely valuable.

The Boulevard Daudet goes on to a square adorned with a statue of Antoninus Pius, to the left of which the Quai de la Fontaine leads to the ***Jardin de la Fontaine** (Pl. A 2), a formal garden laid out around the *Fountain of Nîmes*, and decorated with statuary. The fountain itself flows out from beneath the rocks of Mont Cavalier into a series of basins partly of antique origin, partly reconstructed in 1740 from designs by Le Nôtre. The so-called *Temple of Diana*, to the left, was either part of a nymphæum dedicated to the familiar spirit of the fountain, or a building belonging to a Roman bath-house. The main portion was used as a church in the middle ages. Above are the **Allées du Mont-Cavalier*, a shady and sheltered series of footpaths leading up to the **Tour Magne** (Pl. A 1; 360 ft.), a Roman rampart-tower on Gallic foundations, restored in 1843. The summit commands a fine view of the city to the S., and to the N. over the *Garrigues*, a range of stony hills covered with scrub-oak and dotted with 'mazets,' the summer abodes of the Nîmois.

Issuing from the Place de la Comédie on the right of the Maison Carrée (p. 123), the Rue de l'Horloge passes a 16th cent. tower and brings us to the **Cathedral** (Pl. C 2; *Notre-Dame et St-Castor*), a mutilated building of various dates standing on Roman foundations and displaying on its battered façade fragments of antique and Romanesque sculpture. In the 3rd S. chapel is the simple tomb of Bp. Fléchier (p. 123), and the apse shows interesting traces of Romanesque and Gothic building. In the Rue de la Madeleine, W. of the cathedral, is one of the few remaining old houses of Nîmes, a well-decorated 12th cent. building. The Rue St-Castor skirts the cathedral and is continued to the Place des Carmes, in which are the *Protestant Church* (17th cent.), the modern Gothic church of *St-Baudile* (1840), and the **Porte d'Auguste** (Pl. C 2), the Roman *Porta Arelatensis* (Arles gate), discovered in 1790–93 during the demolition of the 14th cent. castle which surrounded it. This consists of two large arches flanked by two smaller ones,

A
B
1
2
3
4
N.
R.N.106 Alès
le Vigan
Montpellier
R.N. 87
Montpellier
Stes Ma
Tour Magnin
Ecole Normale (Filles)
Tour Carrée
Fontaine de Nimes
Temple de Diane
Remparts romains
Jean Reboul
Bernard Lazare
Rue Pasteur
Rue Trajan
Jardin de la Fontaine
Av. de la Plate-Forme
Hospice Noguier
Quai de la Fontaine
Mont des Enf. du Gard
Théâtre
Séminaire
Mo Carreo
Eden Concert
Jamais St Paul
Temple Protest.
Porte de France
Abattoir
Musée des Bx Arts
Halles
Tour
Lycée
Les Arènes
Hôtel Dieu
Place des Arènes
Rue Cité Foulc
Boulevard Jean Jaurès
Boulevard
Rue Victor Hugo
Rue Montpellier
Rue Henri IV
Rue Chaptal
Rue Ruffi
Rue Rivarol
Rue Charlemagne
Rue Roger
Rue Ch.au
Rue Vincent
Rue Ménard
Rue Guizot
Rue Rondon
Rue Bénédictins
Rue Pl. de la Révolution
Rue Bouquerie
Rue Square Antonin
Rue Pl. d'Assas
Rue Pl. de la Comédie
Rue Pl. du Marché
Rue Pl. Questel
Rue Pl. Montcalm
Rue Pl. de la Canourgue
Rue Pl. du Peyrou
Rue Pl. du Chapitre
Rue Pl. du Rond-Point
Rue Pl. du Mûrier d'Espagne
Rue Pl. du Rond-Point
Rue Pl. du Rond-Point
Rue Pl. du Rond-Point

12-29 Imp. Dufrénoy, Paris.

and built without mortar. A defaced inscription on the frieze records the building by Augustus of the walls of Nemausus. In the Boulevard Amiral-Courbet, to the S., are the *Archæological and Natural History Museums* (Pl. C 2) installed, with the *Library*, in the former Lycée (adm. free Sun. & Thurs. 1–4 or 5; other days on application).

Excursions from Nîmes.

The favourite excursions from Nimes are those to the Pont du Gard, Aigues-mortes, and St-Gilles; in addition all the points of interest described under Arles are within easy reach of Nimes by road. Nimes has generally a better railway service than Arles.—Autocars, see p. 123.

From Nîmes to the Pont du Gard, 14 m. (22 km.). Travellers by road may conveniently combine the Pont du Gard and Uzès in one round of c. 36 m., returning over the Garrigues (see p. 124).

Travellers by rail take the Remoulins train as far as (12½ m.) *Lafoux-les-Bains* (p. 122). The first road on our right after we quit the station leads into the valley of the Gard or Gardon and soon brings us in sight of (1½ m.) the Pont du Gard (small restaurant on the left). The ****Pont du Gard**, 158 ft. high, one of the finest and loftiest Roman aqueducts in existence, bridges the lonely valley of the Gardon in three tiers of arches, whose ancient stones are tanned by the sun to a rich golden yellow.

This immense work was built c. 19 B.C. by Agrippa, son-in-law of Augustus, to conduct the waters of the Eure from the environs of Uzès to Nîmes, and its material was quarried in the river bank a few hundred yards upstream. The N. end has been partly destroyed and a modern road-bridge has been carried along the downstream side of the main tier of arches. An easy path on the left of the road leads up to the beginning of the water channel on the top; and we may cross the valley by following this channel (295 yds. long, 4 ft. broad, and nearly 5 ft. high), which is still partly roofed in by large stone slabs. At the other end a rough path descends to the road.

About 10 min. downstream, above the N. bank of the Gardon, is the *Pont du Gard* station (see p. 126), whence we may return to Nîmes by train, changing at Remoulins.

From Nîmes to Aiguesmortes, 25 m. (40 km.), railway in 1½ hr. (12 fr. 30, 8 fr. 5, 5 fr. 5 c.).—At (2½ m.) *St-Césaire* we leave the Montpellier line.—10 m. *Beauvoisin*. The *Château de Candiac*, 3 m. W., was the birthplace of Gen. Montcalm (1712–59), the defender of Quebec.—13½ m. *Vauvert*, prettily situated on a hillside.—15½ m. *Le Cailar* is the junction for St-Gilles and Arles (p. 117).—16¾ m. *Aimargues*, junction for Lunel (p. 253). We enter the marshes of the Vistre. On the left is the *Mas de Psalmody*, a farm-house built on the site of the convent of Psalmody (see below). On the left is also the *Tour Carbonnière*, an outpost guarding the approach to Aiguesmortes by land.

25 m. (40 km.) **AIGUESMORTES** (**Hôt. St-Louis*), a dead little town (3959 inhab.) lost among marshy flats, is famous

for its magnificent ramparts, the finest monument in existence of mediæval military architecture. The town itself is dull; a good statue of St. Louis, by Pradier, adorns the central square.

Aiguesmortes owes its foundation to St. Louis, who was in need of a port on the Mediterranean from which to sail on the 7th Crusade. Practically all the rest of the French seaboard on this coast was in the hands of powerful and untrustworthy vassals, so the king bought this site from the monks of Psalmody (see above), built the Tour de Constance, and dug a channel to the sea 5 m. away. Here he embarked on the Crusade in 1248 and here again he last saw the soil of France in 1270 before the fatal expedition to Tunis. Meanwhile a town, built on a regular plan, had sprung up alongside the harbour; and Philippe le Hardi summoned Simone Boccanegra (1272) from Genoa to build the ramparts which still stand. Tradition states that the architect followed the plan of the walls of Damietta. Another ship-canal was excavated, but both channels soon silted up, and by the time of Charles VI the town was as dead as it is to-day. In 1421 the Burgundians took the town by treachery, but the royal troops recaptured the place and massacred the Burgundians wholesale, hurling their bodies into the S.W. tower and covering them with heaps of salt. After the 16th cent. religious wars Aiguesmortes was a Protestant stronghold; but on the revocation of the Edict of Nantes the Tour de Constance was used as a dungeon for captured Huguenots.

The ****Ramparts** form a rough rectangle with a blunted corner guarded by the Tour de Constance. Tickets (50 c. for the Tour de Constance, 50 c. for the enceinte, free on Thurs. afternoon and Sun.) are obtained from the custodian in the Place d'Armes, who conducts parties to the tower.

The *Tour de Constance is a fine circular keep lit by narrow loopholes and crowned by a watch-turret. The principal rooms are the *Salle des Gardes*, on the ground floor, and the *Salle des Chevaliers* above. The staircase which connects them is hollowed in the thickness of the wall, and at its foot are the tiny cells in which the Comte de Pézenas (1375–77) and the Duc d'Alençon (1457) were confined. At the top is a charming little *Oratory* with foliated capitals. The upper room was the prison of the Huguenots. The word 'Résistez' was carved on the rim of the central opening in the floor by the heroic Marie Durand, who spent 37 years in this prison, and the interlaced W's on the walls signify 'Væ Victis.' The roof commands a splendid view of the salt-marshes and the hills to the N.

The walk round the 'chemin de ronde' of the ramparts is interesting. The handrail goes only a short distance, but the rampart-walk is quite wide enough for safety.

Beyond Aiguesmortes the railway goes on to (28½ m. from Nîmes) *Le Grau-du-Roi* (Hôt. d'Angleterre), a small fishing-port and bathing-resort at the mouth of the Grande-Roubine, the modern canal from Aiguesmortes to the sea.

From Nîmes to St Gilles, 14¼ m. (23 km.), electric railway in 50 min. (6 fr. 15, 3 fr. 10 c.), from the Gare de la Camargue (p. 122). As far as (5¼ m.) *Bouillargues* (p. 117) we follow the line to Arles, and then we diverge to the S. across the stony plain of *La Costière* (p. 118).—7¼ m. *Garons*.—14¼ m. *St-Gilles*, see p. 117.

From Nîmes to Uzès and Le Martinet, 56 m. (90 km.); to *Uzès*, 25¼ m. (41 km.) in 1½–2¼ hrs. (12 fr. 60, 8 fr. 25, 5 fr. 20 c.). Carriages are changed at Remoulins.—From Nîmes to (13 m.) *Remoulins*, where we diverge from the Lyons line, see p. 122. The Pont du Gard appears on the left.—16¾ m. *Pont du Gard* (p. 125), 10 min. from the aqueduct.—25½ m. (41 km.) **Uzès** (3409

inhab.; *Hôt. Béchard*), standing above the Alzon valley, is principally famous as the cradle of the ducal family of Uzès, who still own the castle here. It was the birthplace of Xavier Sigalon (1788-1837), the painter, and of Adm. Brueys (1753–98), killed at the Battle of the Nile. Behind the 18th cent. *Hôtel de Ville* is the Duché, or château of the Dukes of Uzès Opposite the entrance is the 14th cent. Logis de la Vicomté, on the right of which is the principal wing (16th cent.) with a fine façade by Philibert Delorme. In the crypt of the adjoining chapel are tombs of the ducal family. The two wings are united by the great 12th cent. Keep, whose roof and turrets are a recent addition. Behind the Duché is the square *Tour de l'Horloge*. In a house near the Duché is an early-Christian crypt, partly hewn out of the living rock.

A boulevard leads from the Hôtel de Ville to the Promenade des Marronniers, on which are the old *Bishops' Palace* (17th cent.) and the *Cathedral*, notable only for the *Tour Fénestrelle, a beautiful 12th cent. campanile. Built out on the S. side of the Promenade is the *Pavillon Racine*, in the gardens below which the famous dramatist used often to take his ease during his stay at Uzès (1661–62). Below the terrace the old bishops' garden extended to the river, here guarded by a 15th cent. tower, while opposite the cathedral a flight of steps leads down to the old town.—Branch line from Uzès to Nozières, see p. 233.

28 m. *Montaren* has an interesting castle (12–16th cent.).—36½ m. *Euzet-les-Bains* has a thermal spring with hotel and baths attached.—43½ m. *Célas* (p. 232).—49 m. *St-Julien-les-Fumades* (p. 232), on the line from Le Teil to Alais.—We ascend the Auzonnet valley.—56 m. *Le Martinet* has antimony mines.

From Nîmes to Le Vigan, 57¾ m. (93 km.), railway in 3¼–3½ hrs. (28 fr. 60, 18 fr. 70, 11 fr. 75 c.).—Beyond (2½ m.) *St-Césaire* we leave the Montpellier line on the left and pass several unimportant stations.—18 m. (29 km.) **Sommières** (*Buffet; Hôt. de l'Orange*) preserves an old tower guarding its bridge, a ruined castle, and one arch of a Roman bridge. Branch line to Montpellier (p. 257) and to Gallargues (p. 253).—We ascend the valley of the Vidourle.—31 m. *Quissac* (Buffet; Hôt. des Cévennes) is the station for (1 m. W.) *Fonsange* with its thermal springs and hotel. Branch line to Alais, see p. 232.—34 m. *Sauve*, with remains of fortifications.—39¾ m. *St-Hippolyte-du-Fort* (Hôt. du Cheval-Blanc), a former stronghold of Protestantism, lies beneath its ruined castle. We leave the Vidourle.—47¾ m. (77 km.) **Ganges** (*Hôt. de la Croix-Blanche; Moderne*) is a busy little town (4033 inhab.) between the Sumène and the Hérault. Nothing remains of its once famous castle save a single gateway. A pleasant excursion descends the Gorge of the Hérault to St-Guilhem-le-Désert and Aniane (see p. 257).—51 m. *Sumène*, a hat-making town.—54 m. *Pont-d'Hérault*.—57¾ m. (93 km.) **Le Vigan** (*Hôt. du Midi; des Voyageurs; Family Hôtel* at Avèze, 1½ m. S.) is a dirty-looking town (3350 inhab.) in an admirable situation on the Arre, surrounded by dark hills. In the Place d'Assas is a statue of the Chevalier d'Assas (1733–60), a famous soldier and a native of the town. At the other end of the square is the rebuilt church of *St-Pierre*, shaded by magnificent plane-trees. The old bridge across the Arre has a good central arch. A splendid drive (31½ m.) returns to Ganges through the *Gorge of the Vis*, passing (1½ m.) *Avèze* (see above), 5½ m. *Montdardier*, with its feudal castle restored by Viollet-le-Duc, and (20 m.) *Madières* (good inns famous for their trout).—From Le Vigan to *Mont Aigoual*, see p. 252; to *Tournemire*, see p. 271.

From Nîmes to *Arles*, see p. 117; to *Clermont-Ferrand*, see Rte. 30; to *Lyons* (and *Paris*), see Rte. 17; to *Montpellier* and *Cette*, see Rte. 33.

19. MARSEILLES AND ITS ENVIRONS

MARSEILLES, capital of the department of Les Bouches-du-Rhône, is the chief port and the third largest town in France (474,233 inhab.), though the commune, with its numerous suburbs, ranks in population (586,341) after Paris alone. It is a handsome and prosperous city in a beautiful situation, notable for the animation of its business streets, which are thronged with a remarkably cosmopolitan crowd. There

are few buildings of much antiquity, though the Old Harbour and its surroundings are still interesting survivals of old Marseilles.

Stations. *Gare St-Charles* (Pl. D 2; buffet), for all main line trains.—*Gare du Prado* (Pl. E 5), connected with the Gare St-Charles by a loop line viâ *La Blancarde* (p. 146) on the Toulon main line.

Hotels. DU LOUVRE ET DE LA PAIX (Pl. d, C, D 3), 5 Rue Noailles, 200 beds, R. 20, D. 22 fr.; *DE NOAILLES (Pl. b, D 3), 22 Rue de Noailles, 200 beds, R. 40, D. 22, pens. 75 fr.; REGINA (Pl. e, C 2), 3 Place Sadi-Carnot, 250 beds, R. 18, D. 18, pens. 50 fr.; SPLENDID, DE RUSSIE, ET D'ANGLETERRE (Pl. a, D 2), 31 Boul. d'Athènes, 250 R., R. 28, D. 20 fr.; BRISTOL (Pl. f, C 3), 19 Rue Cannebière, R. 20, D. 18, pens. 55 fr.; GRAND (Pl. c, D 3), 28 Rue Noailles, R. 20, D. 20, pens. 58 fr.; TERMINUS, at the Gare St-Charles, 125 beds, R. 13, D. 16 fr.; PALACE OU LA RÉSERVE, Promenade de la Corniche.

Less expensive: DU PETIT LOUVRE (Pl. i, C 3), 18 Rue Cannebière, 104 beds, R. 12, D. 12, pens. 32 fr.; DU COMMERCE ET DES NÉGOCIANTS, R. 9 fr.; DE PROVENCE (Pl. j, C 3), R. 12, D 12, pens. 35 fr., 33 and 12 Cours Belsunce; DE GENÈVE (Pl. k, C 3), 3 Rue Reine-Elisabeth, R. 18, D. 14, pens. 40 fr.; GD. HÔT. DE BORDEAUX ET ORIENT, 11 Boul. Athènes, R. 12, D. 12, pens. 35 fr.; DU GLOBE, Rue Colbert, R. 9, pens. 30 fr.; DE LA MEDITERRANÉE, 15 Quai des Belges, R. 10, D. 10, pens. 30 fr.; DES PHOCÉENS, 4 Rue Thubaneau, R. 10, D. 10, pens. 30 fr.; VICTORY, 19 Boul. Dugommier, R. 7 fr.; BRETEUIL, 25–27 Rue de Breteuil, R. 6, D. 5, pens. 16 fr. There are numerous modest hotels to the S.E. of the Gare St-Charles.

Hôtels Meublés. ASTORIA (Pl. g, D 3), 10 Boul. Garibaldi, R. 15 fr.; DU VINGTIÈME SIÈCLE (Pl. h, C 3), 1 Rue Cannebière, R. 14 fr.; BEAUVAU, 4 Rue Beauvau, patronised by Chopin in 1839, R. 15 fr.; DES PRINCES, 12 Place de la Bourse, 120 rooms, R. 10 fr.; SÉLECT-HÔTEL, 4 Allées Léon Gambetta, R. 15 fr.; DES COLONIES, 15 Rue Vacon, R. 8 fr.; DE LA POSTE, 2 Rue Colbert, 200 beds, R. 8 fr.; TOURING, 28 Cours Belsunce; DE PARIS, 15 Rue Colbert, R. 7 fr.

Restaurants. At the leading hotels; also: **Isnard*, 4 Rue Thubaneau (not cheap; bouillabaisse); **Pascal*, 27 Place Thiers, moderate, typically Provençal; *Basso*, 3 Quai des Belges (bouillabaisse and shellfish); *Tabaris*, 6 Allées de Meilhan (orchestra); *Foucou*, 13 Rue Sénac; *de Strasbourg*, 11 Place de la Bourse; *de Verdun*, 23 Rue Paradis (these two à la carte); *de l'Univers*, 21 Rue Cannebière. Less expensive: *Ferrer*, 6 Rue Colbert, *de Paris*, 26 Rue des Récollets (both à la carte); *du Commerce*, 7 Rue Colbert; *du Mont-Ventoux*, 1 Quai des Belges (bouillabaisse); *Paradis*, 22 Rue Paradis; *Ragueneau*, 17 Boulevard Dugommier. Numerous other restaurants, serving meals at moderate prices (charges exhibited), are to be found in the Cours Belsunce, near the Bourse, in the Allées des Capucines, etc.

Cafés. *Du Chapitre*, 1 Cours du Chapitre; *Français*, 32 Cours Belsunce; *du Commerce, de France, Glacier, Riche, de l'Univers*, Rue Cannebière (Nos. 15, 3, 23, 1, & 21); *de Strasbourg*, 11 Place de la Bourse; *Noailles*, 29 Rue Noailles; *Lyonnaise*, 28 Cours Belsunce; *Bodega*, 18 Rue St-Ferréol.

Post Office (Pl. 40, C 2) and TELEGRAPH OFFICE (open always), Rue Colbert.—SYNDICAT D'INITIATIVE, 2 Rue Paradis (9–12 and 2–7).—TOURIST AGENTS; *Thos. Cook & Son*, 11bis Rue Noailles; *American Express*, 24 Rue Cannebière; *P.L.M. Office*, 16 Rue Cannebière.

Consulates: BRITISH, 8 Rue des Princes; UNITED STATES, 10 Cours Pierre-Puget.—BRITISH CHAMBER OF COMMERCE, 2 Rue Beauvau.

Conveyances. TAXICABS, 10 fr. per drive in the commune, 20 fr. per hr., each pers. beyond three 3 or 5 fr. extra, luggage up to 66 lbs. 1 fr., heavier luggage by bargain.—HORSE CABS, 4 fr. per drive in the town, 8 fr. per hr., at night (12–6 a.m.) 5 or 10 fr.; each pers. beyond three 1 or 2 fr. extra; heavy luggage by bargain. The drivers will show the tariff for drives in the environs: Le Prado, 10 fr., Roucas-Blanc, 12 fr., l'Estaque, 30 fr., etc.

TRAMWAYS traverse the principal streets and run to the suburbs. The tramway to *Aix* (comp. p. 135) starts at the Quai des Belges (Pl. C 3). Circular route viâ the Prado and the Chemin de la Corniche, see pp. 133, 134.

OMNIBUSES run daily from the Place de Rome to *Barjols*, viâ Aubagne, Auriol, and Trets, and to *La Sainte Baume*. AUTOCARS run (5th Jan.–5th May) along the Riviera to *Nice* (comp. p. 146).

MOTOR LAUNCHES ply across the Vieux Port (15 c.) and in summer to *Les Catalans*; to the *Château d'If* (p. 134); to *Martigues*, viâ *L'Estaque*, *Carri*, and *Sausset* (Sun. only), and to *Port-de-Bouc*.—MOTOR BOATS (c. 25 fr. per hr. for 5 persons) and ROWING BOATS may be hired at the Quai des Belges.

Steamers to *Corsica*, see Rte. 54; to *London*, see p. xxiv. Also to *N. Africa* (Algiers, Tunis, Oran, etc.), the *East* (Egypt, India, Australia), and *North* and *South America*.—STEAMSHIP OFFICES. *Bibby Line*, 5A Rue Beauvau; *British India*, 8 Rue Beauvau; *Chargeurs Réunis*, 28 Rue Grignan; *City Line*, 5A Rue Beauvau; *Fabre*, 15 Rue Beauvau; *Fraissinet*, 5 Rue Beauvau; *Messageries Maritimes*, 3 Place Carnot; *Navigation Mixte*, 54 Cannebière; *Orient*, 28 Rue Grignan; *P. & O.*, 18 Rue Colbert; *Transatlantique* (comp. p. xxiv), 15 Rue Noailles.

Theatres. *Opéra Municipal* (Pl. 41, C 3), Place Ernest-Reyer; *Gymnase*, Rue du Théâtre-Français; *Grand Casino*, Allées de Meilhan; *Variétés*, 37 Rue de l'Arbre; *Théâtre Sylvain*, an open-air theatre at the Anse de la Fausse-Monnaie (Pl. A 5), twice weekly in summer (15th June–15th Sept.; opera and classic pieces).—CAFÉ-CONCERTS: *Alcazar*, 50 Cours Belsunce; *Palais de Cristal*, 32 Allées de Meilhan.

Booksellers. *Fueri & Fouquet*, 21 Rue Paradis; *Flammarion & Vaillant*, 34 Rue Paradis.

English and American Church (All Saints'), 4 Rue de Belloi; chaplain, Rev. T. B. Moutray. Services on Sun. at 8, 10.30, and 3.30.

Specialties. Marseilles is an excellent place in which to test Provençal cookery (p. xxxiii). 'Sea-food' figures largely in the menu of typical Provençal houses, and shellfish are served in great variety. Bouillabaisse is said to be at its best in Marseilles or Martigues.

History. Marseilles, the *Massalia* of the Greeks, the *Massilia* of the Romans, was founded c. 600 B.C. by a colony of Greeks from Phocæa. The settlement rapidly prospered, becoming the dangerous rival of the Carthaginians and the valued ally of Rome. At this early date it was already a seat of learning, and when Cæsar besieged and took the city in 49 B.C., because it had espoused the cause of Pompey, he preserved it "magis pro nomine et vetustate quam pro meritis in se." In later centuries Marseilles suffered siege by Visigoth, Burgundian, Saracen, and Norman, but for some time it formed a kind of city-state, which in 1249 was able alone to furnish all the galleys required by St. Louis to transport his army in the 8th Crusade. Captured, however, by Charles of Anjou, Count of Provence, in 1252, it was soon outstripped in maritime importance by Genoa, Pisa, and Venice. Marseilles repulsed the Constable of Bourbon (1524), held out against Henri IV long after Paris had submitted, and in 1660 Louis XIV was constrained to enter through a breach in its walls. The devoted Bp. Belsunce (p. 131) and the Chevalier de Roze (who buried the dead when the galley-slaves fled in terror) were the heroes of the plague of 1720, which carried off half of the 80,000 inhabitants of the city (comp. p. 130).

At the Revolution Marseilles furnished, from the dregs of its own population and the outcasts of other countries, the bands of assassins who perpetrated the greater part of the September massacres in Paris. The revolutionary hymn, the 'Marseillaise,' composed by an Alsatian officer, Rouget de L'Isle (1760–1836), is said to have been so called because it was sung by troops from Marseilles marching into Paris in 1792. The Reign of Terror at Marseilles itself, under Fréron and Barras, was characterised by frightful atrocities and was prolonged even after the death of Robespierre.

The city's recent history has been one of the continuous expansion of the port (comp. pp. 130, 135), whose commerce has increased vastly since the French occupation of N. Africa, the opening of the Suez Canal (1869), and the provision of harbour accommodation for the great liners.—Marseilles was the birthplace of Petronius Arbiter (d. 66), of Honoré d'Urfé (1568–1625), author of the romance 'Astrée,' of Pierre Puget (1620–94), the sculptor, Honoré Daumier (1808–79), the caricaturist, and, amongst politicians, the brothers Garnier-Pagès and Adolphe Thiers (1797–1877).

From the Gare St-Charles (Pl. D 2) the Boulevard de la Liberté and the Boul. d'Athènes lead to the Rue Noailles, where we turn to the right to reach the *Cours St-Louis* (Pl. C 3), at the intersection of the two great thoroughfares that traverse Marseilles from E. to W. and from N. to S. (comp. the plan).

The **Cannebière** (Pl. C 2), a broad and animated street, flanked with attractive shops and sumptuous cafés, whose name (from the Provençal 'cannabé,' hemp) recalls the rope-walk that once occupied it, is the pride of Marseilles. It continues the line of the Rue Noailles to the W., passing the *Bourse* (1852–60), with its Corinthian colonnade and allegorical sculptures, and ending at the bustling Quai des Belges on the Vieux-Port. In front of the Bourse is a statue of Puget (p. 129) and its first floor is occupied by the ancient and wealthy *Chamber of Commerce*.—The **Vieux-Port** (Pl. B, C 3), or *Old Harbour*, is used by the boats for the Château d'If (p. 134).

The Old Harbour (66 acres), the *Lacydon* of the Greeks, was until 1844 the only harbour at Marseilles. Its mouth is guarded on the S. (l.) by the *Fort St-Nicolas* or *d'Entrecasteaux*, built in 1660–65 by Louis XIV, with the remark that "he also would have a bastide at Marseilles" (comp. p. 134), and on the N. by the *Fort St-Jean* or *Grasse-Tilly*, an old castle of the Knights of Malta, with a tower of 1447.—To the N., behind the Hôtel de Ville (see below), extend the squalid but picturesque narrow streets of old Marseilles, largely inhabited by Italians, where the lover of local colour will find a characteristic activity and several fine old houses. The Grand' Rue is especially typical. On Saturday evenings the Quai de Rive Neuve, on the S. side of the harbour, is the scene of a picturesque market for bait, etc.

The busy Quai du Port, on the N. side of the harbour, passes the *Hôtel de Ville* (Pl. 28, B, C 3), with a good mid-17th cent. façade, and ends at the *Santé* or *Consigne St-Jean*, the quarantine office, in which (fee) are paintings by Gérard, Horace Vernet, and others referring to the plague at Marseilles and similar subjects. Nearly opposite the Consigne is a *Transporter Bridge* crossing the harbour-mouth (15 c.); the N. tower (ascent 1 fr., by lift 1½ fr. return) commands an excellent view.

Near the S. end of the bridge is the Fort d'Entrecasteaux (see above), and on the point a little farther on is the *Château du Pharo* (Pl. A 3), given to the city by the ex-Empress Eugénie and now a medical college. The Boulevard du Pharo leads to the *Anse des Catalans* (Pl. A 4), a little bay at the N. end of the Promenade de la Corniche (p. 134), familiar to readers o. 'The Count of Monte-Cristo.'

From the mouth of the Old Harbour the Quai de la Tourette and its continuation lead N. to the spacious **New Harbours**, which extend far along the coast. A walk on the long outer breakwater (Jetée; comp. the Pl.) commands striking views of the shipping, the city, and the sea.—We, however holding more to the right, ascend the height by the Esplanade de la Tourette, where many victims of the plague of 1720 were buried, or by the Avenue Vaudoyer. In the Place de la Major at the top are the cathedrals, the former bishops' palace, and a statue of Bp. Belsunce (p. 129). The **New Cathedral** (1852–93), known as *La Major* or *Ste-Marie-Majeure*, is an imposing structure with alternate courses of green and white stone, designed by Léon Vaudoyer in a

Byzantine style with a Gothic ground plan. The length is 460 ft., the height of the dome 200 ft. It is still unfinished, but the impressive interior is richly decorated with marble and mosaics. As in several other French cathedrals the 1,000,000 men of the British Empire who died in the Great War are here commemorated by a tablet. The crypt is the burial-place of the bishops of Marseilles. Close by, on the site of an ancient temple of Artemis, stands the more interesting **Old Cathedral,** likewise called *La Major*, a Provençal-Romanesque building of the 12th cent., with two chapels of the 14th cent. beside the apse.

Interior. The *Chapel of St. Lazarus, in the left aisle, has an altar surmounted by statues of Lazarus and his sisters, by *Francesco Laurana* (1475–83), which are remarkable as almost the earliest examples of Renaissance sculpture in France. In the chapel to the left of the apse is a *Holy Sepulchre, by Luca della Robbia, opposite which is the tomb of Bp. Belsunce (1671–1755).

After enjoying the view of the modern docks, with their forest of masts, from the terrace around the cathedrals, we strike inland through the old town to the Rue de la République (Pl. B, C 2), a wide street uniting the new harbour with the Quai des Belges. A little E. of it is the 17th cent. church of *St-Cannat* (Pl. 5, C 2), with an elaborate high altar of the 18th cent., whence the Rue Belsunce ascends to the Place d'Aix (Pl. C 2), in the centre of which stands a *Triumphal Arch* (1825–32), by Penchaud, decorated with bas-reliefs commemorating the victories of the First Republic and of Napoleon. Thence we may regain the Cours St-Louis viâ the Rue d'Aix and the Cours Belsunce.

The Rue Noailles (p. 130), one of the important streets of Marseilles, continues the line of the Cannebière N.E. and is itself continued by the tree-shaded *Allées de Meilhan* (band on Thurs. and Sun.) to the handsome Gothic church of *St-Vincent-de-Paul* (Pl. D 2). The *Ecole des Beaux-Arts*, in the Boul. Garibaldi, a few paces to the S. (Pl. 24, D 3), accommodates also the *Municipal Library* (open 10.30–12 and 3.30–8), which possesses some precious MSS., and the *Museum of Coins* (9–12 and 2–4), including a unique collection of Marseilles and Provençal coins.—A little to the N. of St-Vincent-de-Paul lies the Cours du Chapitre, whence the Boulevard Longchamp runs N.E. to the Palais Longchamp, with its important collections.

The **Musée Grobet-Labadié,** 140 Boulevard Longchamp, a valuable collection of mediæval and Renaissance applied art, paintings of the 18th and 19th cent., etc., is still under arrangement, but permits to visit it are issued by the Service Municipal des Beaux-Arts at the Mairie.

The ***Palais Longchamp** (Pl. 37, E 12), built in 1862–70 by Henri Espérandieu, consists of two long wings united by Ionic colonnades with the central Château d'Eau or water-tower of the aqueduct that brings the water of the Durance into Marseilles. In front are a cascade and a colossal group

of the Durance between Corn and Wine, by Cavelier. The animals at the entrance to the garden are by Barye.

The **Musée des Beaux-Arts,** in the left wing, is open free daily, except Mon. and Fri., 9–12 and 2–4 or 5.

On the GROUND FLOOR are the **Sculptures.** Crossing the vestibule we enter the GRANDE GALERIE, which contains a good collection of pottery (early Marseilles ware, etc.) and various other interesting works of art. On the left is the SALLE PUGET, with works by Pierre Puget (p. 129), sculptor and painter. Among the sculptures are a Faun in marble, beside the original sketch in terra-cotta, and a marble medallion of Louis XIV, one of the most realistic portraits of 'le Roi Soleil.' Puget's water colour of the Education of Achilles should be noticed. To the left and right of this room are cabinets with respectively other works by Puget and his school, and a number of good French paintings.—The room to the right of the Grande Galerie contains a model of *Bartholomé's* 'Monument aux Morts' (in Père Lachaise, Paris) and two large paintings of plague-scenes in Marseilles (1720), by *Serre*, who was an eye-witness.

The FIRST FLOOR, with the **Picture Gallery**, is reached by a STAIRCASE embellished with paintings by *Puvis de Chavannes*: *Marseilles as a Greek colony, and Marseilles as the gate of the East.

GRANDE GALERIE (*French School*). Opposite the entrance are portraits by *Ricard* of Marseilles (1823–73); above, *P. de Chavannes*, Return from the chase; to the left, *Soumy*, Carolina; *Aiguier*, Landscape; *Engelière*, Grenada; *Grésy*, Bathers; *Simon*, Sheep; *Granet*, *Studio interior; *Diaz*, Under the trees; *Couture*, Portrait; *Millet*, Mother and child (an early work); *Hébert*, portrait.

We enter a room devoted to FOREIGN SCHOOLS AND OLD MASTERS. *Guido Reni*, Patron saints of Milan imploring the Virgin to end the plague; *Maratta*, Card. Cibo; *Zurbaran*, Franciscan; *Salvator Rosa*, Hermit in meditation; *Pereda*, Descent from the Cross; *Ribera*, John of Procida; *Ph. de Champaigne*, Assumption of the Virgin; *Deckers*, Landscape; *Snyders*, Still life; *Rubens*, *Boar-Hunt, Adoration of the Shepherds, Resurrection; *De Crayer*, Man between Vice (Aphrodite) and Virtue (Pallas); **Perugino*, Holy Family with saints; *Moretto di Brescia*, St. Sebastian; *Castiglione*, Farm; *Caliari* (son of Veronese), Little princess.

We enter the SALLE RUYSDAEL: *Ruysdael*, *Landscape; *Rembrandt*, *Portrait of a woman; *Teniers*, Bodyguard of monkeys; *Watteau*, Promenade.

We return to the GRANDE GALERIE. *Coypel*, Intercepted letter; *Lagrenée*, Love enchained by the Graces; *H. Robert*, Ruins; *Dandré-Bardon*, Crucifixion; *Rigaud*, Magistrate; *Nattier*, Mme de Châteauroux; *De Troy*, Plague in 1720 (p. 129); *Mme Labille-Guiard*, Old Woman; *Tournières*, Father and sons; *Le Sueur*, Presentation in the Temple.—*F. Duparc*, Knitter, Old Woman, fine portraits of the later 18th cent. Provençal school; *Fragonard*, Marseilles protected by Mercury; *Baron Gros*, Signora Favrega, Philoctetes in Lemnos; *Greuze*, Portrait; *Girodet-Trioson*, Giuseppe Favrega, Doge of Genoa; *A. Scheffer*, Mary Magdalen; *Clément*, Fréd. Mistral; *Chaplin*, Dream; *L. Cogniet*, Tintoretto painting his dead daughter; *G. Courbet*, Stag at water.

The SALLE TORRENTS is mainly occupied by the work of *S. Torrents* (19th cent.).—Also, *Montenard*, Dust; *Castile*, Quay at Avignon; *Ponson*, *Books.

We return to the GRANDE GALERIE, *H. Regnault*, Judith and Holofernes; *Daubigny*, Coast at Villerville; *Corot*, View of Riva; *Stevens*, Ash Wednesday; *Isabey*, Village in Normandy; *Ziem*, Port of Marseilles; *Monticelli*, Women in a park; *Aiguier*, Mediterranean sunset; *Ziem*, Vieux Port; *Guigou*, Hills of Allauch; *Loubon* (of Marseilles), View of the city, Road from Antibes to Nice; *Suchet* (of Marseilles), Tunny-fishing, Coast of Provence.

The *Natural History Museum*, in the right wing of the building, is closed at present (1925).—Behind the palace is a park with (r.) a small *Zoological Garden* (Pl. F 1; adm. free), traversed by the aqueduct (p. 131).

The district to the S. of the Cours St-Louis (p. 130) is modern, with many of the chief public buildings. Its main artery is the *Rue de Rome* (Pl. D 3, 4; comp. p. 133), No. 25 in which was the *House of Puget* (p. 129), but many of the finest shops are in the parallel Rue St-Ferréol and the Rue Paradis, a

little E. of which is the new *Opera House* (Pl. C 3). At the S. end of the Rue St-Ferréol is the *Préfecture* (Pl. D 4), a Renaissance building (1861–67) by Nolau. Thence the short Boulevard Paul-Peytral runs W. to the Place Estragin-Pastré, where is a good fountain by Allar. Farther W. lies the fashionable district traversed by the Cours Pierre-Puget, on the right of which is the *Palais de Justice* (Pl. C 4; 1860–64). From the Boulevard Notre-Dame, running S. from the Cours Pierre-Puget, the Rue du Dragon leads to the right to the *Lift* (*Ascenseur*; Pl. C 4), which ascends the steep and isolated hill (500 ft.) of Notre-Dame-de-la-Garde (7–6; up 1 fr., down 60 c.).

Notre-Dame-de-la-Garde (Pl. C 5), a neo-Byzantine basilica surmounted by a lofty belfry crowned by a gilded statue of the Virgin, was built in 1864 by Espérandieu on a commanding site occupied by a chapel since 1214. The marble-lined interior is remarkable for the multitude of sailors' votive offerings which it contains; models of ships are suspended in all parts of the church. In the crypt is a marble Mater Dolorosa by Carpeaux.

The platform in front of the church and the terrace surrounding it command a magnificent *View of the city and harbour. To the W. are a fort and a look-out station, whence are signalled the vessels entering the port.

On the N. side of the hill the Boulevard Gazzino descends to the *Jardin de la Colline* (Pl. B, C 4), containing a bust of Puget and a statue of the Abbé Dassy, founder of the adjacent blind asylum. A little to the W., by the Boul. de la Corderie, lies the church of ***St-Victor** (Pl. B 4), an ancient abbey church, beneath which are catacombs said to have been the abode of Lazarus.

The abbey, founded in the 5th cent. but destroyed by the Saracens, was rebuilt in the 11th and 12th cent. and in the 14th cent. was furnished with battlemented square towers which give its remains a somewhat forbidding aspect. The upper church (early 13th cent.) illustrates the transition from round to pointed arches, and the porch has one of the earliest (mid-12th cent.) Gothic vaults in Provence. The sacristan shows the crypt, or rather an earlier lower church (perhaps Carlovingian), and a series of catacombs, some of very early date, containing old tombs.

We may turn N. to the Old Harbour (p. 130) or follow the boulevard farther to the Place du Quatre-Septembre (Pl. A 4), where the Promenade du Corniche begins (comp. p. 134).

The attractive S.W. suburbs and the fine Promenade de la Corniche, on the coast, may be conveniently visited by means of the circular tramway route starting from the Cours St-Louis (in both directions; Nos. 82 and 83). The Rue de Rome (p. 132), running S. from the Cours St-Louis, is continued beyond Allar's large allegorical fountain in the Place Castellane (Pl. D 4) by the **Prado**, a handsome tree-shaded avenue, c. 1 m. long, which leads straight on to the Rond-Point du Prado, then bends to the right, and reaches the sea at the Plage du Prado (Hôt. de la Réserve; sea-baths; restaurants).

Just to the E. of the Rond-Point lies the *Parc Amable Chanot*, in which is the **Musée du Vieux-Marseille**, illustrating the history, life, and customs of old

Marseilles (daily 10–12 and 2–4 or 6; adm. 1 fr.; closed on Fri.). On the ground-floor are views, pottery, furniture, costumes, etc.; on the first floor, paintings, drawings, ship models, etc.

From the Avenue du Prado, just before it reaches the coast, a turning on the left leads to the *Parc Borély*, which includes a botanic garden (l.) and a race-course (N.). In the *Château Borély* is an **Archæological Museum** (open on Sun. and Thurs., 9–12 and 2–4 or 6; at other times, except race-days, on application).

Ground Floor. Room 1. Phœnician antiquities found in the neighbourhood of Marseilles.—R. 2. Greek and Roman antiquities. In the centre, Greek altar on which is placed a Greek *Sepulchral Bas-Relief of Parian marble.—R. 3. Fine series of pagan and Christian sarcophagi; tomb of SS. Cassianus and Eusebius from St-Victor (p. 133).—R. 4. or *Salon Doré*, in the style of Louis XVI, has a ceiling painting and a wall painting by Chaix of Marseilles.—RR. 5–7 contain an Egyptian collection, including a *Table of Offerings (No. 4 in R. 5), exhibiting 43 royal cartouches.—R. 8. Oriental antiquities.

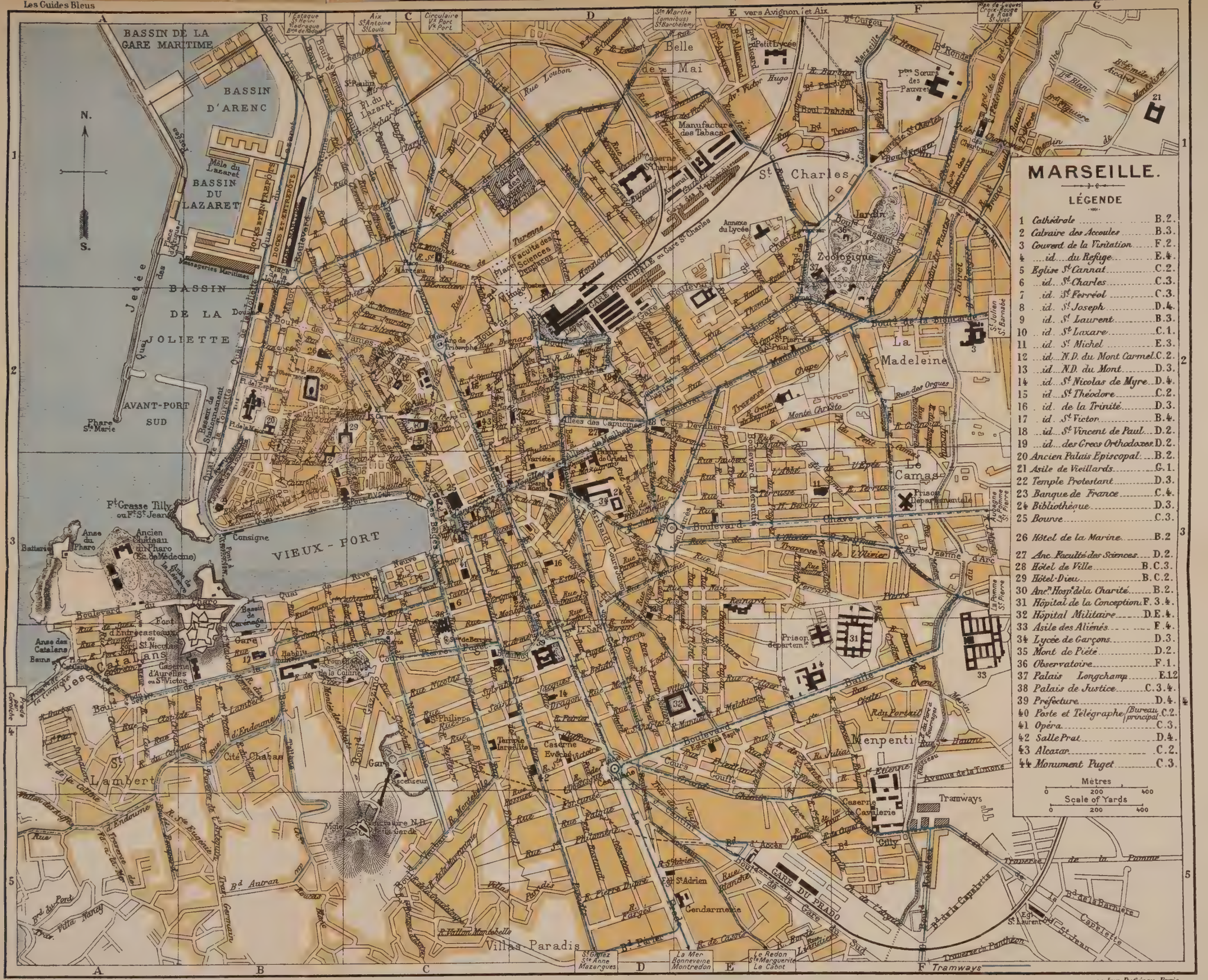
First Floor. Collections of armour, ancient glass, ecclesiastical art, pottery, ironwork, Greek pottery, antique bronzes, Chinese curios, and views.

On a terrace beside the château is a statue of Puget, by Ramus, on a pedestal bearing the great sculptor's famous phrase: "le marbre tremble devant moi."

From the Plage du Prado (see p. 133) the fine ***Promenade de la Corniche** (4 m. long) skirts the coast N. to the town, flanked by villas, restaurants, and bathing establishments, and affording charming views of the roadstead with its islands. Beyond the sea-baths of *Roucas Blanc* and the *Restaurant de la Réserve* (p. 133), we catch a glimpse (left) of Notre-Dame-de-la-Garde (p. 133) up the Vallon de l'Oriol; and beyond the *Anse de la Fausse Monnaie* we have on our right the point of Malmousque with a battery and a *Marine Zoological Station* (aquarium, open Sun. 2–6; to strangers on application). We next cross the *Anse des Auffes*, an inlet surrounded by picturesque cottages, and, passing a number of bathing stations, reach the *Anse des Catalans* (p. 130), whence we return to our starting-point viâ the Boulevard de la Corderie and the Cours Pierre-Puget (p. 133).

Excursions. Marseilles offers good headquarters for excursions, long and short. The attractive environs, which are served by an excellent system of tramways, are dotted with pleasant country houses, known (as elsewhere in Provence) as 'bastides' (but comp. p. 309).

From Marseilles to the Château d'If, the favourite excursion from Marseilles, small steamer or motor launch from the Quai des Belges (p. 130) in c. 1½ hr. (3 fr. return). Leaving the Vieux-Port we pass the Château du Pharo (p. 130), on the left, and soon see the bare islet of *If*, backed by the larger *Ile Ratonneau* and *Ile Pomègues*, which are connected by a jetty from the quarantine harbour of *Le Frioul* on the former.—The **Château d'If** (adm. 1 fr.), a good specimen of the military architecture of the 16th cent., was built by Francis I in 1524 and was long used as a state-prison. It is best known from its description in 'Le Comte de Monte-Cristo,' by Dumas, and the gloomy dungeons of Edmond Dantès and the Abbé Faria, who figure in that romance, are duly pointed out. More historical are the condemned cell on the staircase, and the cells, airy and commanding sea-views, in which were confined the Marquis de la Valette; the Man in the Iron Mask; Philippe Egalité; Glandèves de Niozelles, imprisoned for six years for failing to uncover before Louis XIV; Mirabeau, confined at the request of his father; and Prince Casimir of Poland. From the terrace there is a wide view, including the Planier lighthouse, 8½ m. S.W. In front of the castle is a café-restaurant.


BASSIN DE LA GARE MARITIME
BASSIN D'ARENC
BASSIN DU LAZARET
BASSIN DE LA JOLIETTE
AVANT-PORT SUD
VIEUX-PORT
Jetée des Forts St Nicolas
Môle du Lazaret
Phare Ste Marie
Pte Grasse Tilly ou Pte St Jean
Anse du Phare
Ancien Château du Phare (Ec. de Médecine)
Consigne
Fort d'Entrecasteaux ou St Nicolas
Anse des Catalans
Les Catalans
Caserne d'Aurelles ou St Victor
Bassin de Carénage
Gare
Habitations ouvrières
Fort de la Colline
Caserne Evêché Victor
Temple Israélite
Cité Chabas
St Lambert
Ascenseur
Mosquée
Cimetière N.D. de Consolation
Villas Paradis
Villas Montebello
Villas Mary
Villa Nancy
Bd Autran
Bd du Pont
Bd Pierre Dupont
Bd Montolivet
Bd Philippon
Bd Rabatau
Bd Chave
Bd Longchamp
Bd Dunkerque
Bd Rouvière
Bd Baille
Bd Périer
Bd Rabatau
Bd Rouvière
Bd Dunkerque
Bd Longchamp
Bd Chave

From Marseilles to L'Estaque and Miramas viâ Port-de-Bouc, 45 m. (73 km.), P.L.M. from the Gare St-Charles (Pl. D 2) in 2¼ hrs. (22 fr. 45, 14 fr. 65, 9 fr. 25 c.). L'Estaque may be reached also by tramway from the Place Carnot (Pl. C 2) viâ an interesting route passing the docks and their extensions (comp. p. 130); by boat, see p. 129.—The railway line describes a wide curve around the N. industrial districts of Marseilles and approaches the coast before reaching (6¾ m.) **L'Estaque** (*Hôt. Chateau-Fallet*, *View), an animated little town visited by the Marseillais both in summer and winter. About 1 m. W. of the tramway terminus here is the mouth of the great subterranean Canal of Le Rove (p. 101).—Leaving the Paris line on the right, our railway runs W. along a very picturesque coast, threading many tunnels, and passing several little ports that are served also by steamer from Marseilles (p. 129).—26 m. (42 km.) *Martigues-Caronte* is the station for (1½ m. W.; omnibus) **Martigues** (*Grand-Hôtel du Cours; Chabas; Bernard-Jean*, R. 5, D. 8, pens. 15 fr.; steamer, see p. 129), a small fishing-town (6304 inhab.) at the outlet of the Etang de Berre (p. 101). A tablet on the *Mairie* records the birth at Martigues of Gérard Tenque, founder of the order of St. John of Jerusalem, and the small *Musée Ziem* commemorates one of the many painters who worked at this 'Venice of Provence.' *St-Mitre* (3¾ m. N.E.) has fortifications attributed to the Saracens but really dating from 1407.—A local railway, skirting the S. shore of the Etang de Berre (p. 101), connects Martigues with (12 m.) *Pas-des-Lanciers* (p. 102), on the main (Paris) line to Marseilles.

Beyond Martigues the line crosses the Etang de Caronte by a remarkable viaduct with a swing bridge and runs W. to (29 m., 47 km.) **Port-de-Bouc** (*Central-Hôtel, du Commerce*; steamer to Marseilles), a little old port (4141 inhab.) with boat building yards, fish-drying establishments, etc. Engineering operations for the creation of a new harbour in the Etang de Caronte are changing the aspect of all this region.—32½ m. *Fos-sur-Mer* (Hôt. du Commerce), where ruins of a 14th cent. castle stand upon the Roman fortifications, takes its name from the Fossæ Marianæ, a canal cut by Marius in 104 B.C.—The line now passes numerous canals, lakes, and marshes, with the Crau (see p. 101) on the left.—39 m. *Istres* (Hôt. de France; Moderne), of ancient origin (Astromela), has a flying school.—43 m. (73 km.) *Miramas*, on the line from Avignon to Marseilles, see p. 101.

From Marseilles to Aix by Tramway, 18½ m. (30 km.), following the main road, in 1¾ hr. (3 fr. 45, 2 fr. 35 c.). By railway, see Rte. 20.—Starting from the Place du Change, beside the Quai des Belges (Pl. C 3), the tramway follows the Rue de la République, the Boul. Maritime, and the Rue de Lyon, and crosses the Paris railway at (3½ m.) *St-Louis* and the Aix railway at (5¾ m.) *St-Antoine*. —Beyond (7½ m.) *Septèmes*, with its chemical works, we recross the latter line, and passing between Bouc and Cabriès, rejoin it at (15 m.) *Luynes* (see p. 137). —Crossing the Arc we enter (18½ m., 30 km.) **Aix** (p. 138) by the Avenue des Belges (Pl. B 4).

The **Massif de Marseilleveyre**, a rugged and waterless range to the S. of Marseilles, with numerous picturesque ravines and caves and fine views of the coast, affords strenuous climbs (marked paths). The most direct route to the highest point (*Croix de Marseilleveyre*; 1434 ft.) ascends in 1½ hr. from *Montredon*, on the coast, and a longer ascent (2½ hrs.) begins at *Mazargues*, 2½ m. inland, whither Charles IV of Spain was exiled in 1811. Both Montredon and Mazargues are connected with Marseilles by tramway.

The **Garlaban** (2346 ft.), a splendid view point 10 m. N.N.W. of Marseilles, is ascended from (6½ m.) *Allauch*, a village with fortifications of the 11-12th cent. and an old chapel, to which a tramway plies from the Boulevard Dugommier (Pl. D 2).—Other excursions may be made by tramway to (5 m. N.E.) *Château-Gombert*, for the Baume Loubière; or to (4 m. E.) *St-Julien* for the *Grotte de Marionne*.

From Marseilles to Carnoules viâ St-Maximin, 64½ m. (104 km.), railway in 3½–4 hrs. To (15½ m.) *Gardanne*, on the Aix line, see p. 137.—At (20½ m.) *La Barque* (Buffet) we are joined by a line from Aubagne viâ Auriol (p. 147), and begin to ascend the valley of the Arc.—28 m. **Trets** (*Hôt.*

de France ; omnibus from Aix) is an old town (2242 inhab.) with an 11–14th cent. church, a synagogue with a 13th cent. façade, and a considerable fragment of town-wall, including the Porte de Pourrières. To the S. rises the *Chaîne de Regagnas*, culminating in *Mont Aurélien* (2890 ft.).—30½ m. *Pourrières*, 3 m. N. of its station, takes its name (Putreiræ or Campi Putridi) from the numerous corpses left on the field after the victory of Marius over the Cimbri (102 B.C.) at La Petite-Pugère on the Trets road. A formless ruin is believed to represent the triumphal arch set up by the victor.

38½ m. (62 km.) **St-Maximin** (2000 inhab.; *Hôt. de France ; du Var*), famous in the early history of Christianity in France (comp. p. 116), is a convenient starting-point for visiting the Sainte-Baume (p. 147).

Known as Villa Lata or Castrum Rhodani in the 1st cent. A.D., the town was, according to tradition, the burial place of Mary Magdalen, Lazarus, and Martha, their servant Marcella, Sidonius, and Maximinus, the martyred bishop of Aix. An oratory was built on the site of their graves and became a centre of pilgrimage, thanks to the precious relics of St. Mary Magdalen, and soon an abbey of Benedictines arose. In the 8th cent. the abbey was destroyed by the Saracens and the relics were so carefully hidden that the rumour arose of their transference to Vézelay in Burgundy. In 1280, however, the monks of St-Maximin asserted that the body had been rediscovered in a cellar in the town, but its actual whereabouts is still a matter of doubt.—During the revolution St-Maximin was known as Marathon and was the home of Lucien Bonaparte.

The *Church, though lacking towers, transepts, and ambulatory, and having only an unfinished façade, is the most complete example in Provence of a Northern Gothic building. The austere interior, however, whose skilful lighting arrangements recall the cathedrals of Bourges and Le Mans, and whose polygonal apse seems almost wholly constructed of glass, is remarkable for its elegance of line and proportion. It seems to have been already begun in 1295 when Charles II of Anjou, King of Naples, appointed the new architect to whom the final plans are probably due.

The *Choir* (if closed apply to the sacristan or to Mlle. Bosse opposite the main entrance) is a sumptuous example of 17–18th cent. ornamentation, with a huge altar of 1683 by Lieutaud, a pupil of Bernini and Puget. The carved choir-screen, with its iron grilles showing the arms of France and the sun, emblem of Louis XIV, and the 94 stalls (1692) illustrating the life of St. Dominic, are likewise remarkable. In the side-apses are altar-pieces, one a Venetian work of 1520, the other a 17th cent. design. The glass case near the sacristy contains the sandals and cope of St. Louis of Toulouse (see p. 137).—The *Crypt*, beneath the nave, possibly a Roman structure restored beyond recognition, contains the Gallo-Roman sarcophagi of SS. Maximinus, Lazarus, Martha, and Mary Magdalen, and, in a sumptuous bronze casket (1860), the relics of SS. Mary Magdalen, Martha, and Lazarus.

The neighbouring Dominican convent includes a 15th cent. cloister, and in the town are some fragmentary ramparts and a few 16th and 18th cent. houses.

From St. Maximin to the Sainte-Baume, 13 m. (21 km.) by road (motor omnibus to Nans, 5 fr.).—We go S.W. leaving on the right (5½ m.) a road to St-Zacharie and Auriol (p. 147).—7¾ m. **Nans-les-Pins** (1250 ft.; *Hôt. de Lorge*, pens. 25 fr.; *de Nans; de la Sainte-Baume*), connected with Aubagne (p. 146) by motor omnibus (6 fr.), is a charming village among pine-woods, frequented as a summer resort. Thence the road zigzags uphill, making a long detour round a stony valley, but walkers will prefer the path (blue marks) which passes the

ruins of Vieux-Nans and the Hôtel de Lorge.—13 m. *Hostellerie de la Sainte-Baume*, see p. 147.

Beyond St-Maximin we cross the Cauron.—42 m. *Tourves*, with three little lakes and a ruined 18th cent. château.—47 m. *Les Censiès* is at the foot of *La Loube* (2725 ft.), a hill commanding a splendid *View of the Alps and the Mediterranean, whose summit is a labyrinth of fantastic limestone formations.—50½ m. (81 km.) **Brignoles** (*Hôt. Fabre de Piffard ; de la Cloche-d'Or ; Garrus*), on the right bank of the Carami, is an important centre (3418 inhab.) of the olive-oil trade, with tanneries and bauxite mines. It saw the birth and death of St. Louis of Toulouse (1274–97), son of Charles II of Anjou, King of Naples, and it is the native town of Joseph Parrocel (1646–1704), the painter. The church has a Romanesque door and there are some characterless remains of the winter palace of the counts of Provence (15–16th cent.).

Excursions may be made hence to the ruined abbey of *La Celle* (1¼ m. S.W.; Romanesque); to the imposing castle of *La Roquebrussanne* (8 m. S.W.; omnibus); to the charming village of *Correns* (c. ½ m. N.); or to *La Loube* (S.W.; see above).

The railway passes La Celle (see above) and descends the Issole valley viâ (57 m.) *Forcalqueiret-Garéoult* and (61½ m.) *Besse*, a ' ville forte ' laid out in squares on the shore of a little lake.—64½ m. (104 km.) *Carnoules*, see p. 148.

From Marseilles to *Arles*, *Avignon*, and *Lyons*, see Rte. 14; to *Aix* and *Grenoble*, see Rte. 20; to *Toulon* and the *Riviera*, see Rte. 21.

20. FROM MARSEILLES TO AIX-EN-PROVENCE AND GRENOBLE

Railway, 193¾ m. (312 km.) in 8¾–10¼ hrs. (93 fr. 80, 61 fr. 25, 38 fr. 60 c.); to *Aix*, 22¼ m. (36 km.) in 1–1¼ hr. (8 fr. 90, 5 fr. 80, 3 fr. 65 c.); to *Digne*, 98 m. (158 km.) in 5¼–6 hrs. (46 fr. 45, 30 fr. 30, 19 fr. 10 c.); to *Veynes*, 125¼ m. (202 km.) in 5¼–7¼ hrs. (59 fr. 95, 39 fr. 15, 24 fr. 65 c.).—This line forms a fine approach to the French Alps, of which we have good distant views.—From Marseilles to *Aix* by tramway, see p. 135.

Road, 173¼ m. (279 km.). We quit Marseilles by the Avenue d'Arenc (Pl. C 1).—17¼ m. (28 km.) **Aix** (p. 138).—27½ m. (44 km.) *Meyrargues* (p. 142).—49½ m. (80 km.) **Manosque** (p. 143).—82½ m. (133 km.) **Sisteron** (p. 144).—103¾ m. (167 km.) *Serres* (p. 145).—111 m. (179 km.) *Aspres* (p. 73).—163½ m. (263 km.) *Vif* (p. 72).—173¼ m. (279 km.) **Grenoble** (p. 44).

Quitting Marseilles at the Gare St-Charles the Aix line ascends to the right above the Paris line, passing the suburban stations of *Ste-Marthe* and *Les Aygalades-Accates*.—Beyond (6 m.) *St-Antoine* we cross the Canal de Marseille, which emerges here from the tunnel under the Estaque peninsula.—13 m. *Simiane*, with a five-sided keep, is the usual starting point for the ascent of the precipitous *Pilon du Roi*, a dolomitic rock crowning a hill (2330 ft.) 2 hrs. S.E.—15½ m. (25 km.) **Gardanne** (*Buffet ; Hôt. Forbin ; du Casino*), with 3819 inhab., is important as the junction for St-Maximin, Brignoles, and Carnoules (comp. p. 135).—18½ m. *Luynes*, the ancestral

home of a famous ducal family, gave its name to the well-known castle in Touraine, inherited in 1619 by Charles d'Albert, Duc de Luynes, the favourite of Louis XIII.—We cross the Arc by a curved viaduct.

22½ m. (36 km.) **AIX**, or *Aix-en-Provence*, the historic capital (22,591 inhab.) of Provence, is the seat of an archbishop and the headquarters of a university, the scientific and medical schools of which are at Marseilles. Though its political importance is a thing of the past, it retains much of the distinction of a provincial capital, thanks to the dignity of its aristocratic mansions and the fine proportions of its tree-shaded boulevards. A pleasant feature of its streets is the number of fountains which recall its ancient reputation as a watering-place.

Hotels. Des Thermes-Sextius, well spoken of, at the Etablissement Thermal (Pl. B 2); Nègre-Coste (Pl. b; C 3), 33 Cours Mirabeau, R. 15 fr.; de France (Pl. a; B 3), 63 Rue Espariat, R. 10, L. or D. 9, pens. 23 fr., plain; Riviera (Hostellerie Provençale), at Le Pigonnet on the Marseilles road (beyond Pl. B 4), R. 10, L. or D. 12, pens. 25 fr.; de la Mule-Noire (Pl. c; D 3), 4 Rue Lacépède, de Provence, 23 Rue Espariat (Pl. C 3), similar charges; du Louvre, 1 Rue de la Masse, R. 8, L. or D. 9, pens. 25 fr.; du Palais (Pl. d; D 3), 3 Rue Chastel.

Restaurants. *Rich' Taverne*, Cours Mirabeau; *Bourdier*, 26 Cours Sextius, for Provençal dishes; *Brasserie Lorraine*, Place de la Rotonde.

Post Office, in the Halle aux Grains (Pl. C 2).—Syndicat d'Initiative, Cours Mirabeau, behind the Roi René fountain (Pl. C–D 3).

Conveyances. Taxicabs, no fixed tariff.—Tramway hourly from the Cours Mirabeau to Marseilles (see p. 135).—Motor Omnibuses from the Syndicat d'Initiative to *Gréoux* and *Riez* (in connection with the service from Riez to Castellane through the Verdon gorge); to *La Fare*; to *Trets*; and to *La Tour-d'Aigues*.

Theatre (Pl. D 3), Rue de l'Opéra. *Casino* (Pl. B 3), Place de la Rotonde.

Specialties. Calissons (iced almond cakes), biscotins (sweet biscuits), and nougat.

History. Aix marks the site of the first Roman settlement in Transalpine Gaul, called *Aquæ Sextiæ* in honour of its founder, the consul C. Sextius Calvinus, who established a thermal station here in 123 B.C. It was enriched by Marius after his victories over the Cimbri, and was created a colony by Julius Cæsar, later becoming the capital of Gallia Narbonensis Secunda. Aix, whose first bishop was St. Maximinus (p. 136), became an archbishopric in the 5th century. After the 4th cent. it became subordinate to Arles, and in 731 was destroyed by the Saracens. The 13th cent., however, saw it once more the residence of the Counts of Provence, and from 1501 to 1790 it was the seat of the Provençal Estates. It was taken by the Emperor Charles V, who was crowned king of Arles in the cathedral. Among the many famous sons of Aix are the painters J. B. Vanloo (1684–1745), François Granet (1775–1849), and Paul Cézanne (1839–1906), and the philosopher Luc de Clapiers, Marquis de Vauvenargues (1715–47). Cézanne died and is buried at Aix, and the road leading to his studio of Les Lauves is now the Avenue Cézanne.

The *Cours Mirabeau (Pl. B–C 3), a stately boulevard extending from the Place de la Rotonde to the Place Forbin, is the main thoroughfare of Aix. In the Place de la Rotonde, overlooked by the temporary buildings of the *Casino*, is a decorative fountain of 1860, and in the Cours itself are three others, including the Fontaine Chaude, fed by a mineral spring, and the Fontaine du Roi-René, with a statue, by David d'Angers, of the genial king of Provence holding in his

hand the muscatel grape which he introduced into the kingdom. The Cours is lined by dignified mansions of the 17–18th cent., such as the *Hôtel des Princes* (No. 3), occupied successively by Napoleon, Pius VII, and Maria Christina of Spain; the *Hôtel de Raousset-Boulbon* (No. 14), with a fine doorway; and the *Hôtel d'Espagnet* (No. 38), with its colossal caryatides.

The Rue du Quatre-Septembre leads S. from the Fontaine Chaude to the *Musée Arbaud* (Pl. C 3; adm. 50 c., 9–12 and 2–5), with the collections bequeathed to the academy of Aix by Paul Arbaud in 1911, including valuable documents relating to Provence and the félibres, several paintings (*Portrait of *Granet* by himself; portrait of the artist's mother, by *Puget*), and porcelain.—A little beyond the museum, at the **Fontaine des Quatre-Dauphins* (1667), we turn to the left by the Rue Cardinale.

The Rue Frédéric-Mistral, on the right, leads to the *Natural History Museum* (Pl. D 4), in the Boulevard du Roi-René.

The Rue Cardinale ends at *St-Jean-de-Malte* (Pl. D 3), a 13th cent. church with 14–15th additions, containing numerous 17th and 18th cent. paintings and a reconstruction (1828) of the tomb of the counts of Provence, destroyed at the Revolution, with statues of Alphonse II (recumbent), Raymond Bérenger IV, and his wife Beatrix of Savoy. Next door is the ***Musée des Beaux-Arts** (Pl. D 4; 10–12 and 2–4 or 5; free Sun. and Thurs., other days 1 fr.), occupying the buildings of a priory of the Knights of Malta.

Ground Floor. Room I. In the centre. *Galatian soldier, a work of the Pergamene school (2nd cent. B.C.); Hellenistic torso. On the right, Gaulish reliefs found at Entremont near Aix, perhaps the oldest existing specimens of Gallic sculpture.—R. II. *Portrait of Henri III, attributed to *Clouet*.—RR. III, IV. Modern sculpture; remains of the mausoleum of the counts of Provence (see above).

First Floor. Room V. Prints and engravings.—R. VI. *School of Donatello*, Bust of a woman, in high relief; *Ingres*, Jupiter and Thetis, frigidly classical in style; at the end, *Votive Relief in the best Attic style of the 5th cent. B.C.; in the glass cases, Child's head and Death mask attributed to *Fr. Laurana*.—R. IX. Portraits of Granet (l.) by *Ingres* (pencil) and by *Gigoux*; opposite, *Rubens*, *Wrestlers, a sketch on panel.—R. X contains charming landscape studies by *Granet* and his *Portrait by *Ingres*.—We return to R. VII and pass to the right through R. XI (pastel by *Rosalba Carriera*) to reach Room XII, with paintings of the French school (l. to r.); *Rigaud*, *Largillière*. Portraits of the Simiane-Gueidan family; *La Tour*, *Duc de Villars; *Greuze*, Child's head; *Largillière*, Portraits; *David*, Young man; *Puget*, Portrait of himself; *Early 16th cent. School*, *Peace. In the centre, *Houdon*, Bailli de Suffren (p. 142), terracotta.

Room XIII (Dutch and Flemish Schools). *Master of Flémalle* (early 15th cent.), Virgin with donors; *Rembrandt*, Portrait of himself; *Van Dyck*, Designs for two portraits; *Gerard Terborch*, Soldier-servant, Music lesson; *P. Neefs*, Church interiors. In the centre, *Houdon*, Cagliostro; *Giraud*, Dying Achilles.—Room XIV (Italian Schools). *Ann. Carracci*, Death of St. Joseph; on the left, *Sienese School*, Annunciation and Nativity; *School of Filippo Lippi*, Adoration of the Child; at the end, *Calabrese*, Martyrdom of St. Catharine; on the right, *Caravaggio*, Salome.

Leaving the museum we take the Rue d'Italie (l.) and its prolongation, the Rue Thiers, to reach the Place du Palais, in which is the classical *Palais de Justice* (Pl. C 2–3), on the

site of the old palace of the counts and governors. In the Place des Prêcheurs, to the N., is a fountain by Chastel (1762), with medallions of Sextius Calvinus, Count Charles III, Louis XV, and Louis XVIII, who was count of Provence at the date of its erection. The *Hôtel d'Agut* (1676; No. 2) is frequently mentioned by Mme de Sévigné in her letters dated from the palace of the governors. The church of *Ste-Marie-Madeleine* (Pl. D 2; 1703) contains a marble Virgin by Chastel (4th S. chapel) and, in the N. aisle, paintings by J. B. Vanloo (Death of St. Joseph; Annunciation) and a curious 16th cent. picture of the Annunciation. The Rue Montigny, in front of the church, and the Rue Jaubert (l.) bring us to the Place aux Herbes, where we turn to the right, passing the *Post Office*, to reach the **Hôtel de Ville** (Pl. C 2), a building of 1652–68 with a fine belfry of 1505. The fountain outside incorporates an antique column.

On the 1st floor is the *Bibliothèque Méjanes* (9–11 and 2–5; closed on Sun. and Mon. and May 1st–15th), founded in 1786 and containing 200,000 vols.; a missal illuminated by King René; a Roman mosaic of Theseus and the Minotaur, etc.

The Rue Gaston-de-Saporta, with some fine 18th cent. houses (Nos. 21, 19, and *17, the *Hôtel d'Estienne*, by Puget), leads hence to the Place de l'Université, in which are the Facuïties of Law and Arts of the University, and the ***Cathedral** (*St-Sauveur;* Pl. B–C 1), an interesting building of many different dates, which are reflected in the W. front. The door of the S. aisle dates from the early 12th cent., but the rest of the façade is 15th cent. Gothic, crowned by a 14th cent. tower, renewed in the 19th century. The statues are modern copies of originals destroyed at the Revolution. The **W. Doors* (covered; apply to the sacristan), by Jean Guiramand of Toulon (1504), represent the four major prophets and the twelve sibyls amid elaborate decoration, half-Gothic and half-Renaissance.

The **Interior** is famous for its works of art rather than for its architecture. The NAVE, a good example of late 13th cent. Gothic, contains several interesting paintings: N. side, Incredulity of St. Thomas, by *Finsonius* (1613); S. side, French 15th cent. triptych (wings modern); *Nicolas Froment*, *Burning Bush, a large triptych with wings representing (l.) King René, with SS. Mary Magdalen, Anthony, and Maurice, and (r.) Queen Jeanne de Laval, with SS. John, Catharine, and Nicholas. The background of the central subject depicts Tarascon and Beaucaire. The N. AISLE, coeval with the nave but altered in the 17th cent., has three chapels; the first contains a stone altar-piece of 1470, showing (r.) St. Martha with the Tarasque (comp. p. 101); in the second is the tomb of Abp. Olivier de Pennart (1484) and a St. Martin of the 15th century. Off the S. AISLE, apparently the nave of a late 11th cent. church, opens the 7th cent. **Baptis-*

tery, restored in 1577, supported by six antique monolithic columns.

The CHOIR is notable for its series of 17 **Tapestries* (1511), once in Canterbury cathedral but sold under the Commonwealth to a canon of Aix; their designs, representing the Life of the Virgin and the Passion, are due to Brussels artists of the school of Quentin Matsys. Here is also the tomb of Count Charles III (d. 1481). In the APSE is the Chapelle St-Mitre, with the saint's 5th cent. sarcophagus.

Passing through the S. door we traverse the charming little CLOISTER (1080) and reach the old **Archbishops' Palace** (Pl. C 1), now containing a good collection of tapestry and furniture (ring for attendant in the vestibule; adm. free Thurs. and Sun. 2–4).

The finest series of Beauvais tapestries depict *Scenes from 'Don Quixote' by Oudry and Besnier (1735), from designs by Natoire which are preserved at Compiègne; rustic sports, after Leprince; and classical scenes, after Berain. The fourth room, or *Salon Jaune*, is said to have been the scene of the reconciliation of Louis XIV with the Grand Condé in 1660. Napoleon III occupied the fifth room, or *Chambre de l'Empereur*, in 1853.

We may make our way back to the Cours Mirabeau through the town viâ the Hôtel de Ville, the Rue Maréchal-Foch, and the Rue Aude, which joins the Rue Espariat opposite the charming little Place Albertas, surrounded on three sides by an 18th cent. mansion. The Rue Espariat leads (r.) to the Place de la Rotonde past the church of *St-Jérôme* (Pl. B 3), where the younger Mirabeau married Mlle de Marignane in 1772. The Gothic tower opposite, with an iron belfry, is a relic of an Augustinian convent (1494), and farther on is the little Fontaine des Augustins (1620).

An alternative route from the cathedral follows the Rue du Bon-Pasteur to the **Etablissement Thermal** (Pl. B 2), built in 1705 and renewed in recent years, whose central hall contains a Roman bath. In the courtyard are some relics of the original Roman piscina. At the back stands the *Tour de Toureluco*, the last survivor of 39 rampart towers (14th cent.). The Cours Sextius leads back towards the Place de la Rotonde, passing the church of *St-Jean-Baptiste* (Pl. B 2; 1691), in which are paintings of the Vision of St. Francis de Paule, attributed to Nic. Mignard, and the Raising of Lazarus, by J. B. Vanloo.

The lover of 17th and 18th cent. architecture will find much else to interest him in the streets of Aix.

In the Rue de l'Opéra, Rue Mazarine, Rue du Lycée, etc., are many fine old mansions. The *Chapelle des Ursulines* (Pl. C 2; 1647) in the Rue Mignet, and the *Chapelle des Jésuites* (Pl. D 2; 1681) in the Rue Félicien-David are good examples of 17th cent. religious building.

To the N. of the town the Av. Pasteur leads past the pretentious tomb of Joseph Sec (1792) to the *Hôpital St-Jacques* (Pl. B 1), built in 1519 and enlarged in 1565 and the 18th century. The chapel, on 15th cent. foundations, has a doorway of 1542, and contains an Assumption by Simon Vouet over the altar.

FROM AIX TO VAUVENARGUES, 8½ m. (14 km.) by road. We leave Aix by the Av. de Vauvenargues (Pl. E 1).—5 m. *Château de St-Marc*, with three round towers and one square.—From (7½ m.) *Les Cabassols* a track on the right ascends the **Montagne de Ste-Victoire** to (2 hrs.) the *Ermitage de Notre-Dame de la Victoire* and (20 min. more) the *Croix de Provence* (3258 ft.; *View). The convent adjoining the hermitage was the scene of the interview between Arthur Vere and Margaret of Anjou in Scott's 'Anne of Geierstein.' The highest point of the ridge is the *Roc Ste-Victoire* (3317 ft.) at the E. end.—The Vauvenargues road

mounts the Infernet valley between the Ste-Victoire ridge and the Lubaou.—8½ m. **Vauvenargues** has a fine **Castle*, a square keep with 14th cent. towers on a hill surrounded by a rampart. This was the home of the Marquis de Vauvenargues (p. 138), who here wrote his celebrated 'Maximes' in 1744–45. The return may be made on foot down the Infernet valley to *Tholonet* (1 hr. from Aix), with its Roman aqueduct.

From Aix to Salon (Avignon), 25½ m. (41 km.) in 1⅛ hr. (12 fr. 60, 8 fr. 25, 5 fr. 20 c.).—To (5 m.) *La Calade-Eguilles*, see below.—To the S.E. of (8 m.) *Lignane-Rognes* is the Château de Tournefort, the ancestral home of the botanist Joseph de Tournefort (1665–1708).—12 m. *St-Cannat* was the birthplace of Pierre-André, Bailli de Suffren (1726–88), the distinguished admiral who harassed the English in Indian seas.—15 m. *Lambesc* (Hôt. du Lion-d'Or), a little market-town (1487 inhab.), was the seat of the Provincial Assembly from 1639 to 1788.—21 m. *Pélissanne*.—25½ m. *Salon* and thence to *Avignon*, see p. 109.

From Aix to *Rognac* viâ Roquefavour, see p. 102.

Beyond Aix the railway turns N.W. From (27½ m.) *La Calade* a branch-line runs to *Salon* (p. 109; 20½ m. W.). On the right as we descend into the valley of the Durance is the *Canal du Verdon*.—Beyond (31½ m.) *Venelles*, which has a ruined castle and remains of a Roman aqueduct, the Ste-Victoire mountains appear on our right.—36½ m. *Reclavier*.—38½ m. (62 km.) **Meyrargues** (*Buffet; Hôt. Moderne*), 1¼ m. S.W. of the station, has a modern château on the ruins of a mediæval castle, and is connected by light railway, viâ (25½ m.) *Lamanon* (p. 109), with (29 m.) *Eyguières* (Arles; p. 116).

From Meyrargues to Draguignan, 61 m. (98 km.), railway in 7½ hrs. (18 fr. 50, 14 fr. 30 c.), traversing a pretty country with numerous small stations. 3 m. *Peyrolles*, 12½ m. *Rians*.—27 m. **Barjols** (*Hôt. Argoux*), a small town (1988 inhab.) on the slope of a hill, boasts itself the 'Tivoli of Provence' from the many cascades in the wooded environs. Its two large squares are each decorated with a monumental fountain; and the old château of Pontèves has a good Renaissance doorway.—*Fox-Amphoux*, 3 m. N. of (32 m.) *Cotignac-Rognette* was the birthplace of the revolutionary Paul Barras (1755–1829).—42 m. *Salernes* (Grand-Hôtel), with its factories of 'tomettes' or floor-tiles, much used in S.E. France, has a ruined castle (13th cent.) and a Romanesque church.—At (46½ m.) *Entrecasteaux* is the large 17th cent. château of the navigator Brun d'Entrecasteaux (1740–93).—51 m. **Lorgues** (*Hôt. Moderne*), a little town (2517 inhab.) with gates of the 14th cent. and a church with some works of art, is one of the most attractive centres in this pretty region.—56½ m. *Flayosc* is a typical little Provençal town (1413 inhab.).—61 m. *Draguignan* (Gare Sud-France), see p. 149.

We cross the wide channel of the Durance.—42¼ m. (68 km.) **Pertuis** (*Buffet; Grand-Hôt. de Provence; du Cours; Terminus*), noted for its seed-corn and potatoes, was the birthplace of the elder Mirabeau (1715–89), 'l'Ami des Hommes,' father of the famous orator. It possesses an ancient clock tower and the church of St-Nicolas, partly restored in 1537.

At *La Tour-d'Aigues*, 3 m. N.E. (omnibus), are the ruins of the splendid moated castle of the Barons de Central, retaining its 12th cent. keep but mainly built in the 16th cent. in direct imitation of the Roman remains in Provence (key at Hôtel de Ville).

From Pertuis to Avignon, 48 m. (77 km.), railway in 3½ hrs. (23 fr. 70, 15 fr. 45, 9 fr. 75 c.); to *Cavaillon*, 27½ m. (44 km.) in c. 1¾ hrs. (13 fr. 55, 8 fr. 85, 5 fr. 55 c.). The line follows the N. bank of the Durance.—7½ m. **Cadenet** (2027 inhab.; *Hôt. du Commerce*), birthplace of Félicien David (1810–76), the composer, and of André Etienne (1774–1838), the 'drummer of Arcole' (tablets), has a church with an antique marble vase as font. About 4 m. S.W. is the well-preserved Cistercian *Abbey of Silvacane* 1147; comp. p. 114), with a fine church of

AIX
Mètres
0 100 200
Scale of Yards
0 100 200
Tramway
A
B
Cadenet
HOPITAL ST JACQUES
Marché aux Bestiaux
L'HÔPITAL
Av. Pasteur
Tombeau de Joseph Sec
Notre Dame
Boulevard
Cathédrale St Sauveur
Tour Toureluco
Mairie
Faculté de Droit
Archevêché
Etablissem. Thermal
Rue de la Motte
Rue du Bon Pasteur
Faculté des Lettres
LES MINIMES
Rue Venel
Rue Mérindol
R. des Cardeurs
Hôt. de Ville
Cellony
R. de la Paix
R. Venloo
R. Duperrier
Rue des Cordeliers
Chapelle des Pénitents
St Jean-Baptiste
Garage Automobile
Boulevard
Rue Nouvelle
Rue Irma Moreau
Garage Automob.
Cours Sextius
R. d'Entrecasteaux
R. Fermée
R. Brueys
Rue des Bernardines
St Jérôme
Usine à Gaz
Traverse de l'Aigle d'or
Rue Victor Leydet
Font des Augustins
Temple Protes.
St Préfect
PL. JEANNE D'ARC
Buste de Félix David
Casino
COURS
Gare des Marchandises
Rotonde
Synagogue
Rue du Cirque
Garage central
Manufacture d'Allumettes
Bd Victor Cog.
Fonderie Cauldera
Avenue des Belges
Av. Victor Hugo
Octroi
Asile des Aliénés
Riviera - Hôtel
GARE
Marseille
Marseille
Rognac
Pertuis et Salon
Avignon, Nimes
L. Hermann del.

1-30 Imp. Dufrénoy. Paris.

the period.—17¼ m. *Mérindol*. The old Waldensian town was destroyed and its inhabitants massacred in 1545 by order of the Parlement of Aix, an atrocity which led to the union of the 60 reformed churches of Provence in 1560. About 2½ m. N.W. are the finely wooded *Gorges du Regalon*, visited also from (19 m.) *Le Logis-Neuf*.—25 m. *Cheval-Blanc* (p. 109).—27½ m. **Cavaillon**, and thence to (48 m.) *Avignon*, see p. 109.

The train reverses its direction and ascends the right bank of the Durance.—51½ m. *Mirabeau*, which gave name to a distinguished French family (comp. p. 142), is the starting point of an omnibus service viâ (8½ m.) *Vinon* to (13½ m.) *Gréoux-les-Bains* (see below).—Beyond a tunnel we traverse a pretty defile and pass two stations.

64 m. (103 km.) **Manosque** (*Hôt. Pascal ; de Versailles*), a little town (5036 inhab.) within a ring of boulevards, lies at the foot of olive-clad hills. From the *Porte Saunerie* (14th cent.), on the S., the main street runs through the middle of the town to the *Porte Soubeyran* (14th cent.), on the N., passing the partly Romanesque church of *St-Sauveur* and the church of *Notre-Dame*, which contains an ancient sarcophagus (5th or 6th cent.) and a 12th or 13th cent. statue of the Virgin. In the *Hôtel de Ville*, almost opposite Notre-Dame, is the head of the silver reliquary bust of Gérard Tenque (p. 135), attributed to Puget.

The town is known as 'Manosque la pudique' ('the modest') from the story that, when Francis I was about to visit it in 1516, the beautiful daughter of Antoine de Voland, the 'consul,' disfigured her face by holding it over a chafing-dish of burning sulphur, in order to avert any embarrassing attentions on the part of that gallant king.

About 8½ m. S.E. of Manosque (motor-omnibus) lies the frequented thermal spa of **Gréoux-les-Bains** (*Hôt. de l'Établissement, du Grand-Jardin*, both in summer only; *des Colonnes ; des Alpes*), a sheltered village with a ruined castle (14th cent.) of the Templars, a casino, and several villas. The season lasts from May 15th to Oct. 15th.—The road goes on up the picturesque valley of the Colestre to (12½ m. more) *Riez* (p. 172).—Another omnibus runs N.E. from Manosque to (18 m.) *Valensole* (Hôt. Ferrat), noted for its almonds, the birthplace of Adm. de Villeneuve (1763–1806), Nelson's opponent at Trafalgar.

Beyond Manosque our line, skirting the base of the Mont d'Or (1732 ft.), runs near the wide and stony bed of the Durance.—68½ m. (110 km.) **Volx** (*Buffet*), junction for Cavaillon (Avignon).

A short branch-line, diverging from the Cavaillon line at St-Maime-Dauphin (see below), runs hence to (9½ m.) **Forcalquier** (*Hôt. Lardeyret ; des Lices ; Pascal*), a little town (2504 inhab.) with many narrow streets and mediæval houses, taking its name (Furnus Calcarius) from its ancient limekilns. It possesses an interesting *Church* (Notre-Dame, 12–17th cent.), an ancient town-gate (*Porte des Cordeliers*), a ruined *Castle*, demolished in 1601, and a good Gothic *Fontaine de St-Michel*.

From Volx to Cavaillon, 48½ m. (78 km.), railway in 5½–6½ hrs. (24 fr., 15 fr. 65, 9 fr. 85 c.; poor connection).—5 m. *St-Maime-Dauphin* (see above).—9½ m. *Lincel*.—12½ m. *Reillanne* has an interesting church (partly 12th cent.) and several mediæval ruins.—Near (16 m.) *Céreste* (Hôt. Revest) are two Roman bridges and other traces of Roman occupation, including the Tourré d'Embarbo (Turris Ahenobarbi ?).—28½m. (46 km.) **Apt** (*Hôt. du Louvre ; des Alpes*), a pretty little town (5662 inhab.) on the Coulon or Calavon, was the *Apta Julia* of Julius Cæsar. The ancient Aptésiens erected a temple to the divine Augustus and also a monument to Hadrian's favourite charger 'Borysthenes,' which died here. The church of *Ste-Anne*, mainly of the 14th cent. but altered in 1706,

contains some interesting works of art and has two crypts, the upper one dating from the 11th cent., the lower one roofed with slabs with Carolingian ornamentation and containing a pagan altar. Apt manufactures candied fruit and nougat, and its ochre deposits stain the neighbouring roads and hillsides.—About 5½ m. beyond Apt the Calavon (on the right) is crossed by the **Pont Julien*, a well-preserved bridge ascribed to Julius Cæsar.—35½ m. *Bonnieux* (Hôt. Bourgue-César), 3 m. S.E. of the station, has a 12th cent. church and walls of the 13th century.—From (41½ m.) *Maubec*, a station in the hamlet of *Coustellet*, a visit may be paid to *Gordes*, 5 m. N.E. (autobus) with its hôtel-de-ville in a Renaissance château, 1¾ m. N.W. of which lies the *Abbey of Sénanque*, founded in 1148, one of the three 'Cistercian sisters in Provence' (the others being Silvacane, p. 142, and Le Thoronet, p. 148).—48½ m. *Cavaillon*, and thence to Avignon, see p. 109.

69½ m. *Villeneuve* has a ruined castle and large hydro-electrical works.—73½ m. *La Brillanne-Oraison* (Hôt. Nègre, 1¼ m. from the station). Notre-Dame-des-Anges (17th or 18th cent.), 2 m. N.E. of the station, is a celebrated Provençal pilgrim-resort.—At (76½ m.) *Lurs* is a ruined castle of the bishops of Sisteron, princes of Lurs.—81½ m. (131 km.) *Peyruis-les-Mées*. *Peyruis* (Hôt. Bonnet), 1¼ m. S., has an interesting church. **Les Mées** (Hôt. Barras), 1¾ m. E., beyond the Durance, lies at the foot of the fantastic *Rochers des Mées*, a curious formation c. ½ m. long and rising to 500 ft., looking from a distance like a row of menhirs or, to imaginative eyes, a procession ('les Pénitents des Mées'). The name has been ascribed to their vague resemblance to 'metæ' or Roman boundary-stones. At the agricultural college in the *Château de Paillerols*, 4 m. S.W., Pasteur made his valuable researches into the diseases of silk-worms.—84½ m. (136 km.) *St-Auban* (Buffet).

A branch-line runs hence E., viâ (11 m.) *Champtercier*, birthplace of Pierre Gassendi (1592-1655), philosopher and astronomer, to (13¼ m.) *Digne* (see p. 192).

88½ m. *Château-Arnoux* is connected with *Valonne* by a suspension-bridge over the Durance.—95 m. (153 km.) **Sisteron** (1590 ft.; **Touring-Hôtel*, opposite the station; *des Acacias*; *de la Poste*), a typical example of an old Provençal town (2729 inhab.), with narrow and sometimes steep streets, only one of which is available for motor cars, is irregularly built round a rocky height in a defile near the meeting of the Buëch with the Durance. It was the Roman *Segustera* and the seat of a bishopric from the 4th cent. until the Revolution.

We ascend from the station to (¾ m.) the town by a long avenue. On the right, behind three towers of the 15th cent. ramparts, appears the church of *Notre-Dame*, the former cathedral, a handsome 12th cen. building which has been but little restored. The main porta is interesting for its marble columns with sculptured capitals.—From the end of the avenue we follow the Rue de Provence, and ascend straight on to the *Citadel* (ring; gratuity), mainly of the 13th and 14th cent., commanding fine views. We return to the Rue de Provence and follow the curving main street to the *Porte du Dauphiné*, at the foot of a rock crowned by the *Guérite du*

Diable, one of the outworks of the citadel (view). The Durance is spanned by a bold single-arch *Bridge* linking the almost perpendicular cliffs on either bank. In the suburb of *La Baume* the ruined church of St-Dominique (13th cent.) and some remains of priory buildings may be noticed.

The *Molard* (2456 ft.; 3¾ hr.) to the S.E., and the *Roche de la Baume* (3770 ft.; 2 hrs.), to the N.E., both command attractive views.—A good excursion leads E.N.E. viâ (6½ m.) the *Défilé de Pierre-Ecrite*, at the farther end of which is a Roman inscription in honour of the consul Dardanus and his wife Nervia, who opened the passage in the 5th cent., to (10 m.) the village of *St-Geniez* and thence, in ¾ hr. more, to the summit of the **Rocher de Dromon* (4249 ft.), accessible only by its E. slope and commanding a magnificent view.—The road goes on beyond St-Geniez to (14¼ m.) *Authon* (3733 ft.), whence the *Signal des Monges* (6943 ft.) is ascended in 3 hrs.—To the S.W. of Sisteron rises the *Montagne de Lure* (5994 ft.; guide useful), which may be climbed in 4½ hrs. by the N. slope.

We quit Sisteron by a tunnel beneath the citadel and cross the Buëch. Near (107 m.) *Laragne* (1870 ft.; Hôt. Moderne) two German dirigibles fell in the course of the fruitless raid of Oct. 20th, 1917. A 15th cent. house in the village, once an inn, bears a sign showing a spider (l'araignée), which may either be the cause or the effect of the name of the village. Beyond (110 m.) *Eyguians-Orpierre* we enjoy glimpses of the Dauphiny Alps and the landscape loses its southern character.—116 m. **Serres** (2200 ft.; *Hôt. Guilland ; Clavel*), on the slopes of a rocky spur above the Buëch, has a 12th cent. church, and several mediæval houses. The mairie occupies a former mansion of Lesdiguières (16th cent.). On the hill to the N. are a ruined castle (1340) and a Jewish tomb of the 12th cent. with a Hebrew inscription.

From Serres to Valenti, 15 m. (24 km.), by road traversing the S. part of the Céüze massif.—3¾ m. *Savournon*, with a ruined 12th cent. chapel and 11th cent. keep, is the base for the ascent of the **Signal de l'Aujour* (6024 ft.; 3¾ hrs.), the second peak of the massif (the highest being the Pic de Céüze, p. 74).—6¾ m. *Col de Faye* (3180 ft.).—13¾ m. *Ventavon* has a 15th cent. church, an old gateway, and a 14th cent. castle.—15 m. (24 km.) *Valenti*, see p. 74.

From Serres to Nyons, 40 m. (65 km.), by road (autobus service, changing at Rémuzat). The undulating and picturesque road runs W. viâ (15 m.) *Rosans* to (20 m.) *Rémuzat* (Hôt. Richaud), which lies 4 m. S. of La Motte-Chalançon (p. 96). From Rémuzat the Nyons road follows the course of the Aygues, passing several attractive villages and threading the picturesque gorges of the river.—40 m. *Nyons* (p. 97).

We cross the Petit-Buëch near the Pont La Barque, built by Lesdiguières in 1615.—121½ m. *Pont-de-Chabestan*, near *Oze*, with a 15th cent. mansion and a 12th cent. keep, and *Le Saix*, with a ruined castle of the 14th century.—The village of *La Bâtie-Mont-Saléon*, farther on, to the right, is the 'Mons Seleuci' where Magnentius the Frank was defeated by Constantius II in 353.—125½ m. (202 km.) **Veynes**, junction for Briançon (see p. 73) and for Die and Livron (see p. 93), and thence to (193¾ m., 312 km.) **Grenoble**, see pp. 73, 72.

21. FROM MARSEILLES TO TOULON, CANNES, NICE, MONTE CARLO, MENTONE, AND VENTIMIGLIA

161½ m. (260 km.) P.L.M. Railway from the Gare St-Charles in 6½–7½ hrs. (c. 80, 53, 33 fr.); to *Toulon*, 41½ m. (67 km.) in 1–2 hrs. (20 fr. 60, 13 fr. 45, 8 fr. 50 c.); to *Cannes*, 121 m. (194 km.) in 3½–4 hrs. (59 fr. 65, 38 fr. 95, 24 fr. 55 c.); to *Nice*, 140 m. (225 km.) in 4¾–5¼ hrs. (69 fr. 20, 45 fr. 20, 28 fr. 45 c.); to *Monte Carlo*, 150 m. (242 km.) in 5 6 hrs. (74 fr. 40, 48 fr. 60, 30 fr. 60 c.); to *Mentone*, 154½ m. (249 km.) in 5-6¼ hrs. (76 fr. 55, 50 fr., 31 fr. 50 c.).

Road, 170½–175¾ m. (275–283 km.), according to the route selected; there are alternative routes for several of the stages in the through journey. In winter and spring (Jan. 5th–May 6th) there is a P.L.M. autocar service from Marseilles to *Nice* (168 m., 270 km.; in 10½ hrs.) via *Toulon, Hyères, St-Raphaël*, and *Cannes;* and from *Les Lèques* (p. 147) eastwards there are consecutive autocar services along the coast as far as *Nice* and San Remo.

From Marseilles to Toulon, 40–43 m. (65–69 km.). A. Inland Route (preferable), 40 m. (65 km.). We quit Marseilles by the Grand Chemin de Toulon (Pl. E, F 5) and the Av. de la Capelette.—10½ m. *Aubagne* (see below).—26 m. *Le Beausset.*—35½ m. *Ollioules Gorge.*—40 m. **Toulon** (p. 156).—B. Coast Route, 43 m. (69 km.). We quit Marseilles by the Chemin du Rouet, diverging to the left from the Prado just beyond the Place Castellane (Pl. D 4).—3¾ m. (6 km.) *Vaufrège.*—13 m. (21 km.) *Cassis* (p. 147).—20 m. (32 km.) *La Ciotat* (p. 147).—24 m. (39 km.) **Les Lèques** (p. 147).—31 m. (50 km.) *Bandol* (p. 147).—43 m. (69 km.) **Toulon** (p. 156).

From Toulon to St-Raphaël, 60¾–63½ m. (98–102 km.).—A. Coast Route, 63½ m. (102 km.). We quit Toulon at the Porte-Neuve (Pl. E 4).—13½ m. (22 km.) **Hyères** (p. 159).—24 m. (39 km.) *La Verrerie.*—26 m. (42 km.) *Bormes* (p. 162).—34 m. (55 km.) *Cavalaire.*—41½ m. (67 km.) *La Foux* (p. 162; to the right for **St-Tropez**, p. 162, 3 m.).—48½ m. (78 km.) *Ste-Maxime* (p. 163).—61¼ m. (99 km.) **Fréjus** (p. 149).—63½ m. (102 km.) **St-Raphaël** (p. 163).—B. Inland Route, 60¾ m. (98 km.). This route diverges to the N. from the preceding at (24 m.) La Verrerie and rejoins it at (38½ m.) La Foux. Thence to (60¾ m.) *St-Raphaël*, see above.

From St-Raphaël to Cannes, 23½ m. (38 km.).—A. By the Corniche d'Or (see p. 164), following the coast and the Sud-France Railway.—3¾ m. (6 km.) *Boulouris* (p. 151).—5½ m. (9 km.) *Agay* (p. 151).—12½ m. (20 km.) *Le Trayas* (p. 151).—18 m. (29 km.) *La Napoule* (p. 151).—23½ m. (38 km.) **Cannes** (p. 164).—B. Viâ Fréjus and Les Adrets, 24½ m. (40 km.), a hilly inland route through the Maures, passing a few hamlets. Summit level (1030 ft.) at (12 m.; 19 km.) the *Logis de Paris*.

From Cannes to Nice, 20½ m. (33 km.).—3¾ m. (6 km.) *Golfe-Juan* (p. 152).—7½ m. (12 km.) **Antibes** (p. 152).—13 m. (21 km.) *Cagnes* (p. 153).—20½ m. (33 km.) **Nice** (p. 172).

From Nice to Mentone and Ventimiglia, 25½ m. (41 km.) by the Petite Corniche or Corniche du Littoral (see p. 184). We quit Nice by the Rue Cassini (Pl. E 3).—3¾ m. (6 km.) *Villefranche* (p. 154).—6 m. (10 km.) **Beaulieu** (p. 154).—10 m. (16 km.) *Cap-d'Ail* (p. 155).—11¾ m. (19 km.) **Monaco** (p. 196)—12¼ m. (20. km.) **Monte Carlo** (p. 198).—15 m. (24 km.) *Cabbé* (p. 185).—19½ m. (31 km.) **Mentone** (p. 202).—21 m. (34 km.) *Pont St-Louis* (Italian frontier).—25½ m. (41 km.) **Ventimiglia**.—For the *Grande Corniche* see p. 183.

Marseilles, see Rte. 19.—1¾ m. *La Blancarde* is the junction for the Gare du Prado (p. 128). The line at first runs inland, passing numerous 'bastides' (p. 134) and gardens and traversing several cuttings.—5½ m. *St-Marcel* (5000 inhab.).—7½ m. *St-Menet* is the station for *Camoëns-les-Bains* (Hôt. de l'Établissement; des Pins), a little spa 2½ m. N., connected with Marseilles also by tramway.—10½ m. **Aubagne** (*Hôt. du Cours; Burel*), a small town (6231 inhab.) with potteries, has a fountain commemorating the Abbé Barthélemy (1716–

95), author of the "Voyage du Jeune Anacharsis," whose family belonged to the town (comp. below).

The SAINTE-BAUME, 16 m. N.E., may be reached from Aubagne either by autobus (varying hours) or by taking the branch-railway for La Barque (comp. p. 135) as far as *Auriol*, and proceeding thence viâ (5½ m.; omnibus) *St-Zacharie* to (13 m.) the *Hostellerie de la Ste-Baume* (L. or D. 12 fr.), in a former convent, 1 m. from the grotto. The Sainte-Baume may be reached also from St-Maximin viâ Nans (see p. 136). Autobuses ply direct from Marseilles in the season (20 fr. return).—In the **Sainte-Baume,** or *Grotte de Ste-Madeleine*, a grotto in the face of a fine cliff, the penitent Magdalen is said to have spent her latter days, though she died at St-Maximin (comp. p. 136). Hermits flocked to the spot, but the monks established here in the 5th cent. by St. Cassian were scattered by the barbarians, and the spot was forgotten until the end of the 13th century. Since then it has been a famous place of pilgrimage, and the grotto has been converted into a chapel. The recumbent statue of the Magdalen, by Fossaty (18th cent.), was originally the portrait-statue of a mourner on the tomb of the Comte de Valbelle at Montrieux (p. 148). The ruined chapel of *St-Pilon* (*View), on a rock c. ¾ hr. above the grotto, marks the spot whither Mary Magdalen was daily conveyed by angels to pray.

Beyond two tunnels the train reaches the little port of (16¾ m.) *Cassis* (Liautaud; Cendrillon), the Carsici Portus of the Antonine Itinerary and birthplace of the Abbé Barthélemy (see p. 146), whence we may visit (on foot or by boat in calm weather) the curious little fjords known as the **Calanques*, with their remarkable rock-formations (c. 3 hrs.).—From (23 m.) *La Ciotat-Gare* a branch-line (3 m.), passing near *Ceyreste*, the ancient Citharista, runs to **La Ciotat** (8344 inhab.; *Hôt. du Commerce; de l'Univers*), an active little port and summer resort, with the extensive dockyards of the Société Provençale de Constructions Navales (adm. 8.30–12 & 2.30–6; Sun. 8.30–12). On the S. its bay ends in the Bec de l'Aigle, off which lies the Ile Verte. The French vessel 'La Corse' was torpedoed in the port by a German submarine in Jan. 1918.—The line skirts the gulf of *Les Lèques* to (27¼ m.) *St-Cyr-sur-Mer-La Cadière*.

Les Lèques (*Grand-Hôtel; de la Plage*), 1½ m. S. of the station, is a favourite summer resort, with a fine sandy beach, whence motor-cars ply to Toulon, Hyères, and La Croix. About ½ m. S.E. lie scanty remains of *Tauroentum*, a Greek colony taken by the Romans in 49 B.C. and destroyed by the Saracens in the 11th century.

31½ m. *Bandol* (Hôt. Beau-Rivage; des Bains; du Littoral; Hermitage) is a pleasant sea-bathing and winter resort with a casino, in a sheltered site where palms flourish.—36 m. *Ollioules-Sanary*. *Ollioules*, 1¾ m. N.E., is best reached by tramway from Toulon (see p. 156). *Sanary-sur-Mer* (Hôt. de la Tour; des Bains) is a little fishing port and summer resort.—38½ m. *La Seyne-Tamaris-sur-Mer* is the station for *La Seyne-sur-Mer* (Hôt. de la Mediterranée), a busy town (23,168 inhab.) with large shipbuilding yards (2000 workmen), in the bay opposite Toulon, and for *Tamaris* (p. 159), 2¾ m. S. Steamers and tramway to Toulon, see p. 156.

41½ m. **Toulon** (*Buffet*), see p. 156.

The railway now quits the coast, and as far as Fréjus runs

between the Montagnes des Maures (r.) and the heights around Brignoles and Draguignan (l.) through a district rich in olives, vines, and corn.—46½ m. *La Garde*, ½ m. from the station, is an ancient village with narrow streets and a ruined castle.—At (48¼ m.) *La Pauline-Hyères* diverges the branch for **Hyères** (see p. 159).—52 m. *Solliès-Pont* is noted for its flowers and cherries; *Solliès-Ville* has a 12th cent. church on the foundations of a Roman temple.

An autobus for *La Roquebrussanne*, 19 m. N., ascends the smiling valley of the Gapeau, viâ (7 m.) the farm of *Le Martinet*, where visitors alight for the monasteries of (9 m.) *Montrieux-le-Jeune*, founded in 1170, rebuilt in 1843, and abandoned by the Cistercians in 1901, and (1¼ m. farther) *Montrieux-le-Vieux* (Grand-Hôt. de la Chartreuse), of which a few fragments remain (12th cent. or earlier). In the beautiful forest surrounding the monastery are the curiously weathered *Aiguilles de Valbelle* and the *Cité Dolomitique de Valbelle*.—From Le Martinet the autobus goes on viâ (2 m. more) *Méounes* (Hôt. Trotabas), the church of which contains several works of art brought from Montrieux.

56 m. *Cuers-Pierrefeu*. *Cuers* (Hôt. des Négociants; de l'Univers), with a school of flying, lies c. ½ m. W. of the station.

From Cuers an omnibus runs S.E. viâ (3¾ m.) *Pierrefeu* (Hôt. Ventre; de la Poste), picturesquely situated, to (13½ m.) **Collobrières** (*Hôt. Blanc*), an important seat of the cork-industry and the best centre for pedestrian excursions in the W. part of the Montagnes des Maures. The road goes on to (27 m.) *Grimaud* (p. 162).

61 m. *Puget-Ville* lies at the foot of a hill crowned with a 12th cent. tower.—64 m. **Carnoules** (*Buffet; Hôt. des Voyageurs*) is the junction of a line to Brignoles and St-Maximin (see p. 137).—66 m. *Pignans* (Hôt. du Lion d'Or), amid extensive woods of cork-trees. On a summit (2556 ft.) of the Montagnes des Maures stands the hermitage of Notre-Dame-des-Anges (3 hrs. from the station; *View), with a rude statue of the Virgin, attributed to the anchoress Nymphæa, sister of St. Maximinus, first bishop of Aix.—Beyond (68 m.) *Gonfaron* we traverse a fertile plain.—75 m. *Le Luc et Le Cannet*. *Le Luc* (Hôt. du Parc), a little town with crooked streets, lies 1¼ m. W. on the Antibes road, dominated by a ruined castle known as the 'Pigeonnier des Masques.' At *Le Cannet-du-Luc*, on a hill 1¼ m. N., are a good specimen of a Provençal country church of the 12th cent. and the château of Bouillidon, once visited by Napoleon I.

About 10 m. N.N.W. of Le Luc is the interesting Cistercian **Abbey of Thoronet* (founded in 1140), with a plain but dignified church with an elaborate E. end, and well-preserved Romanesque cloisters (comp. p. 144). The return should be made viâ the valley of the Argens and Vidauban (see below).

From Le Luc to *Cogolin* (St-Tropez) see p. 162.

On the left of the line appears the *Chapelle de la Trinité*, built of ancient tombstones, and on the right the *Chapelle Ste-Brigitte*, on a hill (605 ft.).—From (80½ m.) *Vidauban* (Hôt. de Provence; Continental), an ancient town with trade in 'graine' (silk-worms' eggs), a road ascends the pretty valley of the Argens to (8 m.) the Abbey of Thoronet (see above), passing a pretty cascade, the 'Perte de l'Argens,'

d'après le plan de MM^rs Taylor et Riddett

1-30 Imp. Dufrénoy, Paris.

where this river flows beneath two natural bridges in a rocky gorge.—Railway and road cross the Argens. To the left is the *Château d'Astros*. About 300 yds. below the road-bridge (1625; widened in 1904) are the remains of a Roman bridge, where Antony is supposed to have encountered Lepidus in 43 B.C.—84½ m. **Les Arcs** (*Hôt. Batailler; de l'Avenir*), with 3020 inhab., has an altar-piece by Lodovico Brea (1501) in its modern church.

About 6 m. N. of Les Arcs by road, 13 m. by branch-railway, lies **Draguignan** (*Hôt. Bertin; Féraud; Central; de Paris;* Syndicat d'Initiative, 19 Rue Fréderic-Mireur), chief town (7989 inhab.) of the department of the Var, and one of the best starting points for excursions to the beautiful gorges of the Verdon. It occupies a sheltered situation at the foot of the Malmont. From the P.L.M. station the Avenue de la Gare leads N. to the broad Boulevard Georges-Clemenceau, near the other (l.) end of which, beside the fine *Allées d'Azémar* and the Jardin Anglais, are the theatre, the palais de justice, the prefecture, and the post office. The Rue de la République, E. of the theatre, runs thence N. to the *Musée* (daily 2–4, except Mon.), which boasts two good paintings by Teniers and some interesting French works. From the Place du Marché and the large modern church, farther on, we ascend by the sombre and narrow streets of the old town that clusters round the height bearing the *Tour de l'Horloge* (17th cent.), erected in place of the ancient belfry demolished by Louis XIV in 1660 to punish the town for its share in the 'Semestre,' the Fronde of Provence. The *Porte Aiguières*, in the N.W. of the town, and the old *Augustine Church*, to the W. are of interest to archæologists.

FROM DRAGUIGNAN TO GRASSE, 40 m. (64 km.), light railway in 3¼ hrs. (12 fr. 75, 9 fr. 30 c.). This picturesque line, continuing that from Meyrargues (p. 142), starts from the Gare Sud-France, just S. of the P.L.M station, and serves numerous villages amid extensive olive groves.—8½ m. *Calles;* 10½ m. *Bargemon*, on the site of a Roman town; 13½ m. *Claviers*, on a steep hill to the right.—20½ m. *Seillans*, with a 13th cent. gate.—23 m. *Fayence* (Hôt. Michel; de France), above the line, lies near the curious Château du Puy, built in imitation of the Kremlin.—We cross the Siagne. 40 m. *Grasse* (p. 169).

From Draguignan to *Castellane*, see p. 171; to *Meyrargues*, see p. 142.

As the train enters (89½ m.) *Le Muy* (3147 inhab.; Hôt. Sermet) we see (on the left) the Tour de Charles-Quint, from which certain young men of the town, lying in wait for Charles V on his retreat from his disastrous expedition in 1536, shot Garcilasso de la Vega in mistake, being misled by the splendour of the Spanish poet's attire.

Excursions may be made hence to the *Défilés des Bagarèdes* (3 hrs. there and back); to the *Gorges de Pennafort* (½ day by carriage); and to the *Chapelle de Notre-Dame-de-la-Roquette*, 2½ m. S.E., not far from which (guide useful) are the curious rock-fissures of the *Saint-Trou* and the *Jeu-de-Ballon*.

93 m. *Roquebrune-sur-Argens*, a picturesque village, lies on the flank of a hill, 1¼ m. S. of the station. Its old church, like that of (95½ m.) *Puget-sur-Argens*, contains a milestone from the Via Aurcliana.—We cross the Reyran, immediately beyond which is seen (l.) the amphitheatre of Fréjus.

98½ m. (159 km.) **FRÉJUS** (*Hôt. Terminus et du Midi; de l'Estérel*), the ancient Forum Julii, once a seaport but now a mile from the sea, is an unmodernized old town (3407 inhab.), of great interest for its Roman remains.

Forum Julii was founded c. 50 B.C. by Julius Cæsar to be a rival to Marseilles, which had favoured Pompey; and in 31 B.C. Augustus sent hither 300 galleys captured at Actium. Since the 16th cent. the harbour has been silted up.

Among eminent Forojuliens or Fréjuliens are Roscius (129–69 B.C.), the actor; Cornelius Gallus (66–26 B.C.), poet and soldier; Agricola (37–93 A.D.), conquerer of Britain; Abbé Sieyès (1748–1836), the statesman; and Marc-Antoine Désaugiers (1772–1827), the song-writer.

A flight of steps opposite the P.L.M. station ascends to the Place Agricola (view), above a fragment of the Roman walls, in which, on the left, is the *Porte des Gaules*. On the right is the church of *St-François-de-Paule* (1490). About 400 yds. N.W. of the Place appears the ***Amphitheatre** (c. 210 A.D.), which measures 124 yds. by 90 (74 yds. by 42 in the interior) and could contain 10,000 spectators. Parts of the vaulted galleries on the ground-floor and of the tiers of seats with the supporting arcades are still to be seen.—From the Place Agricola the Rue de la Liberté, No. 8 in which (r.) is the Hôtel des Quatre-Saisons, twice visited by Napoleon I and once by Pope Pius VII, leads E. to the Place du Marché, whence several streets diverge.

The narrow Rue Montgolfier, on the extreme right, running S., is continued beyond the railway line by the Boulevard de la Mer, past the Butte St-Antoine (p. 151) to the *Gare du Sud-France* (p. 163), near which is a naval aerodrome. Near the shore a monument commemorates Garros, the aviator, who flew across the Mediterranean from Fréjus to Bizerta in 1913.

To the left is the Rue Nationale, continued by the Avenue de Cannes. We, however, follow the Rue Sieyès straight on to the Place de la République, in which rises the **Cathedral** (*Notre-Dame et St-Etienne*), a good example of early Provençal Gothic (13th cent.), containing a few interesting works of art. The **Doors* of the principal entrance (covered; gratuity to the sacristan) are elaborately adorned with Renaissance carvings of the life of the Virgin. The **Baptistery* (7th cent.), with four apses, includes eight monolithic antique granite columns with marble Corinthian capitals. The **Cloisters* (13th cent.), with elegant arcades and 15th cent. paintings on the ceilings, are being restored. The former bishops' palace, opposite the cathedral, is now the *Hôtel de Ville*, and includes also the *Post Office* and a small *Musée* (entered from the Place Riculphe; closed on Sun.). Among the Gallo-Roman and Roman antiquities in the Musée are a good head of Jupiter, a finely executed seated statue of a woman, and the tomb of Pescennius. The Rues Désaugiers and Reynaude go on to the Cours, from the N. end of which we follow the Avenue de Cannes to the right, in order to visit the remains of the ancient aqueduct and of the *Roman Theatre* (78 by 32 yds.) and, farther on, the Pagoda in memory of Indo-Chinese soldiers who fell in 1914–18. The ***Aqueduct**, which brought to Forum Julii the waters of the Siagnole from near Mons, 25 m. distant, intersects the Roman walls near the remains of the *Porte Romaine*. Some of its arches are 60 ft. high.

The WALLS of the Roman town, five times larger than modern Fréjus, may be traced by the archæologist (c. 2½ m. round; guide-posts). To the S. of

the Porte Romaine is the so-called Plate-Forme, with some vaulted reservoirs. Thence the wall, turning W., follows the irregular margin of the ancient harbour, across the site of which now runs the railway. Near the line is the restored *Porte Dorée* (better *d'Orée* or *de l'Aure*), close to which are remains perhaps belonging to the Forum. We cross the railway to reach the *Butte St-Antoine*, the citadel, of which three round towers remain. From this point a long mole, protecting the ancient harbour, ran E., terminating in the so-called *Lanterne d'Auguste*, a stone turret about 30 ft. high, and probably never a lighthouse. To the S. is the Sud-France railway; but we return N. to follow the wall on the N. side of the town, beginning again at the Porte des Gaules (p. 150).

From Fréjus to *Toulon* and to *St-Raphaël* by the Sud-France Railway, see p. 163.

Beyond Fréjus the railway passes over the site of the Roman harbour, with the Porte Dorée on the left and the Lanterne d'Auguste on the right. We cross the Gravière and the Garonne.

100½ m. (162 km.) **St-Raphaël,** see p. 163.

Between St-Raphaël and Cannes the railway closely follows the coast, skirting the rocky base of the Estérel chain (see below), a charming run, but chequered by tunnels and much inferior to the road route viâ the Corniche d'Or (p. 164).—102½ m. *Boulouris-sur-Mer* (Hôt. Terminus et des Pins), a winter resort.—105½ m. **Agay** (*Hôt. des Roches-Rouges*, R. 15, L. 18, D. 20; *Grand-Hôt. d'Agay; de l'Estérel*, R. 7, L. or D. 10 fr.; *du Littoral*, R. 8, L. or D. 10 fr.), a winter resort and sea-bathing place, with a sheltered harbour (perhaps the Portus Agathonis of the Antonine Itinerary), and (112 m.) **Le Trayas** (*Réserve-Hôtel*, pens. 25 fr.; *Estérel*, R. 18, L. or D. 15, pens. 35 fr.; *de la Gare*), which includes a long line of villas on the coast at the base of the Montagne de l'Ours and the Pic d'Aurèle, and a new quarter among the pine-trees to the N., are perhaps the best centres for excursions among the Estérels.

The following EXCURSIONS, described from Agay, are easily joined from Le Trayas. From the foresters' house of *Le Gratadis*, 2 m. N. of Agay, a road, diverging to the left from the Le Trayas road (see below), ascends to the *Carrefour de Belle-Barbe*. Here we keep to the right and after crossing (3 m.) a footbridge we enter the fantastic rocky gorge of the **Mal-Infernet*. From (¼ hr.) the end of the gorge a road to the right leads viâ the *Col Lentisques* to Le Trayas (see below).—An attractive road leads from Agay viâ Le Gratadis and the *Col l'Evêque* (553 ft.) to (7½ m.) *Le Trayas*. About a mile beyond Le Gratadis footpaths diverge on the S. side of this road, one ascending (r.) to (20 min.) the *Grotte de St-Honorat* or *Sainte-Baume*, the other (l.) to (50 min.) the top of the *Grand-Pic du Cap-Roux* (1480 ft.), one of the famous points of view in the Estérels.—Driving is practicable from Agay to (8 m.) *Aire de l'Olivier*, c. ¾ hr. from the summit of the *Mont Vinaigre* (2020 ft.; view), the highest point in the Estérels.—A very hilly road (cautious driving essential) goes on beyond the Carrefour de Belle-Barbe (see above) along the central ridge of the range, viâ the foresters' house of (8½ m.) *Les Trois-Termes*, to (18 m.) *Cannes* (p. 164).

115 m. *Théoule-sur-Mer* (Grand-Hôtel, R. 8, pens. 25 fr.; de la Terrasse, R. 15, pens. 25 fr.) has a small harbour and beach. The valley of the Ragues is crossed on a long viaduct. —115½ m. *Mandelieu-la-Napoule*. *La Napoule* (Hôt. de l'Estérel; Petit-Savoy), with its spacious bathing beach, retains three towers of the 14th cent. castle, built by Raymond

de Turenne, 'the scourge of Provence.' Rounding the pretty bay, in view of the Iles de Lérins (p. 168), the line crosses the Argentière and the Siagne, with the Cannes Golf Club between them.—117½ m. *La Bocca*, junction for Grasse (p. 169).

120½ m. (194 km.) **Cannes** (p. 164).

We have now reached 'the Riviera,' in the novelists' and fashionable use of the term, and the railway, skirting the sea, traverses a lovely region abounding in opulent villas.—124 m. *Golfe-Juan-Vallauris*. **Golfe-Juan** (*Hôt. Métropole*, at Cannes-Eden; *Central*, on the beach; *Riviera et de la Plage*), a lively little bathing resort, has the most sheltered roadstead on the Provençal coast, next to that of Toulon. Here Napoleon I landed on March 1st, 1815, on his fateful return from Elba (commemorative column), and here the French Mediterranean squadron is frequently to be seen.

Tramways connect Golfe-Juan with *Cannes* (every 20 min.), with *Juan-les-Pins* (70 c., 35 c.), with *Antibes* (every 20 min.; 1 fr. 40, 70 c.), and also (70 c., 40 c.) with (1½ m.) **Vallauris** (*Hôt. de la Renaissance; des Voyageurs*), a little town (5935 inhab.) in a beautiful and sheltered situation, noted for its artistic pottery.

126 m. **Juan-les-Pins** (*Grand-Hôtel*, R. 20, L. 14, D. 16, pens. 40 fr.; *Alexandra*, R. 30, L. 10, D. 12, pens. 40 fr.; *Splendid; Miramar*, R. 15, D. 12, pens. 30 fr.; *de la Plage*, pens. 25 fr.; *Villa Alba*, pens. 22 fr.; *Graziella; de la Réserve; de la Régence*), in a sheltered situation at the E. base of the Cap d'Antibes, is a scattered settlement of villas, hotels, and pensions among the pines, and has a gently sloping sandy beach and a digue. Tramways, see above.—The railway crosses the isthmus of the Cap d'Antibes.

127 m. (205 km.) **ANTIBES** (12,768 inhab.), lying between two little bays on the Gulf of Nice, on the W. (or less sheltered) side of the Cap d'Antibes, in a region cultivated like a garden, is a delightful winter resort generally considered less expensive than Cannes and Nice.

Hotels. Terminus, R. 10, D. 10, pens. 30 fr.; Pavillon-Bellevue; Nationale & d'Alsace, R. 10, D. 10, pens. 24 fr.; de France; d'Ilette.—On the Cap d'Antibes: Grand-Hôt. du Cap d'Antibes, R. 50, D. 25, pens. 100 fr., closed in summer, motors at Antibes and Cannes stations; Beau-Site, R. 15, D. 12, pens. 30 fr.; du Grand-Vatel.

Restaurants, at the hotels. Also, *Café Glacier*, Place de la Victoire; *Eilen Roc*, on the Cap, expensive.

Post Office, Place Nationale.—Syndicat d'Initiative, 1 Boul. Albert-Premier.

Tramways to the *Cap d'Antibes* (1 fr. 25, 80 c.); to *Cannes* (2 fr. 10, 1 fr. 5 c.); to *Nice* (4 fr. 85 c., 3 fr.).—Taxi Cabs, 2 fr. per kilomètre.

Aeroplanes to (2 hrs.) *Ajaccio* (Corsica) at 8 a.m. on Mon., Wed., and Fri.; returning on Tues., Thurs., and Sat.; 220 fr., return 352 fr.

English Church (All Saints) near the Hôt. du Cap; services on Sun. (Nov.–May) at 8.30, 10.30 and 3.

Antipolis, named from its position 'facing the city' (of Nice), was founded about 340 B.C., and was of some importance under the Romans. The ruins of its ancient theatre existed until 1691; a Latin inscription (now immured in the wall of the Hôtel de Ville) commemorates Septentrion, a child dancer of twelve years, who gave two successful performances in it. Antibes was the

seat of a bishop from the 5th cent. until 1244. In 1815 it was attacked by an Austro-Sardinian army, but a column in the Place Nationale proudly records that "Antibes a echappé à la souillure de la domination étrangère."

The Anse St-Roch, below the station, is dominated by the *Fort Carré* (17th cent.), in which is the tomb of Gen. Championnet (1762–1800; p. 119), who established the second Parthenopean Republic at Naples. To the S. is the harbour, protected by a mole, 620 yds. long. Thence we ascend through the old town to the Boulevard des Fronts-de-Mer, on the old 16th cent. ramparts (magnificent *View). The old *Château* of the Grimaldis (16th or 17th cent.) is adjoined by the *Church* (17th cent.; good altar-piece), for which a tall Romanesque tower serves as belfry. The Rue Georges-Clemenceau, opposite the modern Hôtel de Ville, leads to the Place Nationale. Farther W. is the Place de la Victoire, the chief tourist centre.

The **Cap d'Antibes,** or *Cap de la Garoupe*, a peninsula 2½ m. long, between the gulfs of Juan and Nice, with numerous sumptuous villas and gardens, is traversed from N. to S. by the Avenue Albert-Premier (beginning at the Place de la Victoire) and the Route du Cap (tramway, p. 152). The *Villa Thuret* (1¼ m.), with its splendid *Botanic Garden, belongs to the Museum of Natural History at Paris (adm. on Tues., 8–6). About 500 yds. farther on the Boul. Notre-Dame diverges on the left for *La Garoupe*, a hill (246 ft.) with an ancient chapel and a lighthouse, renowned for its view. From the Route du Cap, farther on, we make another digression (l.) to visit the curious **Villa Eilen-Roc* ('Cornélie' reversed), with gardens open on Sun., Tues., and Fri. afternoons (adm. 3 fr.). The tramway goes on, passing the Grand-Hôtel du Cap (p. 152), to the *Tour du Graillon*. To the S. the peninsula ends in the *Pointe de l'Ilette*. From the Tour du Graillon we skirt the gulf of Juan N. to (5 m.) Juan-les-Pins (p. 152) and regain (6 m.) Antibes viâ the Boul. Wilson.

Beyond Antibes the line crosses the Brague.—129 m. *Biot* is noted for its terracotta oil-jars. We cross the Loup. To the right is the Nice golf-course.—132 m. (213 km.) **Cagnes** (**Hôt. Savournin; de l'Univers; des Colonies; Terminus*) is an interesting little old town on a steep hill crowned by the massive battlemented *Castle* of the Grimaldi family dating from the 14th century. The castle (no adm.) contains a ceiling-painting (Fall of Phaethon) attributed to G. B. Carlone (d. 1677). Cagnes, a quiet winter resort of the less expensive order, with hotels open all the year round, lies on the tramway from Antibes to Nice and is the nearest station to the Nice golf-course (see p. 176), which, however, is most conveniently reached from Nice by motor-car.

From Cagnes to Grasse, 15½ m., electric tramway from the Sud-France station in 1¾ hr. (6 fr. 5, 4 fr. 15 c.) following the road. Above (1½ m.) *Villeneuve-Loubet* (Hôt. du Loup; Beau-Site), a village on the flank of a steep hill, is an imposing feudal Castle, restored in 1842. Marshal Pétain possesses a villa here. At (10¼ m.) *Châteauneuf-Pré-du-Lac* we join the tramway from Nice (p. 183).—15½ m. *Grasse*, see p. 169.

From Cagnes to Vence, 7½ m., electric tramway in 50 min. (2 fr. 65, 1 fr. 80 c.). We diverge from the Grasse tramway before reaching Villeneuve (see above) and ascend brough orange-groves and vineyards.—5 m. **St-Paul** (*Hôt Issert; Roux*), an ancient and picturesque fortified village on a hill, deserves a visit for the sake of its Gothic **Church*, which contains a wealth of interesting

works of art, mainly of the 17th and 18th centuries. The town walls are well preserved and many of the village houses retain traces of a former magnificence. —The tramway crosses the Malvan on a long and lofty viaduct and ascends steeply to (7 m.) *Vence* and (7½ m.) its station (see p. 182).

We cross the Malvan and the Cagne.—132½ m. *Cros-de-Cagnes* (Hôt. Martin), which is becoming a favourite resort, has a tall wireless installation.—Beyond (134½ m.) *St-Laurent-du-Var* (Nouvel Hôtel), a frontier village until 1860, we cross the Var.—136 m. *Nice-St-Augustin*.

140 m. (225 km.) **Nice,** see p. 172.

Our line passes under the hill of Cimiez by a tunnel, 650 yds. long, crosses the Paillon, and beyond (141 m.) *Nice-Riquier* threads another tunnel (c. 1 m.).—146 m. (229 km.) **Villefranche-sur-Mer,** a naval station and a winter resort, is a pretty town, with its houses rising in tiers on the flanks of the wooded heights that enclose and protect its famous roadstead (2 m. by 1½ m.), the only considerable haven between Golfe Juan and Genoa.

Hotels. Hôtel Welcome, R. 12, pens. 30 fr.; Régence, R. 10, pens. 30 fr.; de la Réserve.—Several pensions and villas to let.

Post Office, Avenue de Verdun.—Syndicat d'Initiative, at the Octroi-office.

Tramways to *Nice* and to *Monte Carlo*.

Villefranche was founded in the early 14th cent. by Charles II of Anjou, Count of Provence, who granted the commercial privileges that gave it its name ('Cieuta franca' or 'ville franche'). Here Charles V and Francis I met in 1538 to sign the treaty of Nice; and in 1691 the town was bombarded and taken by the Comte d'Estrées.—A naval 'battle of flowers' is held annually in February.

The old town by the sea, with its stairway-streets and its dark archways, remains a typical 18th cent. seaport, though the church and citadel date from the 17th century.

A boat may be taken to the bay of Passable, where Leopold I, king of the Belgians, had a villa. Thence a road, diverging from the tramway route (p. 155), leads past the *Villa Maryland* (fine gardens) and the round *Villa Vigie* to the coast, about ½ m. N. of St-Jean (p. 155).

Our view of the sea is interrupted by another tunnel before we reach—

143½ m. (231 km.) **BEAULIEU-SUR-MER** (1980 inhab.), the *Anao* of the ancients, a flourishing and fashionable winter resort, high in favour with the English and justifying its name by its charming situation between the bay of Beaulieu and the Golfe St-Hospice. Its hotels and villas rise amid luxuriant gardens along the road and by the sea, on the hills behind, and in the sheltered quarter known as 'Little Africa' between the rocks of St-Michel and the sea.—To the S. stretches the picturesque peninsula of *Cap-Ferrat*, with several good hotels and many attractive and sumptuous villas.

Hotels. Bristol; Métropole; Bond's, L. 16, D. 18, pens. 40 fr.; de l'Hermitage.—Less expensive, Royal, Victoria, R. 15, L. 14, D. 16, pens. from 30–45 fr.; Beaulieu Richmond (open always), R. 20, L. 12, D. 14, pens. 45 fr.; des Anglais; du Parc St-Jean, well spoken of; Empress, R. 15, L. or D. 10, pens. 30 fr.; Riva-Bella, Av. Albert-Premier;

LIBRAIRIE HACHETTE

MENTON
Mètres
0 100 200 300
Scale of Yards
0 100 200 300
Tramways
Ste Agnès
Chapelle de l'Annonciade
Sospel
Castellar
A
B
C
D
E
F
1
2
3
Riviera Palace
Winter Palace
Hôtel d'Albion
LES VIGNASSES
Hôtel Montfleuri
Ville Marly
Hôtel des Orangers
TORRENT DU CARMEL
LES RIGAUDIS
Hôtel des Iles Britanniques
Hôtel National
Gendarm.
Avenue des Cabrolles
Avenue de la Gare
Rue des Cabrolles
GARE
Hôtel Terminus
Hôtel Louvre
COLLÈGE
LES CHAPPES
Hôt. de Venise
Hôt. d'Orient
Gd Hôtel Méditerranée
Casino
Mme Bennett
Monument Roumanille
Rue Thiers
LAWN-TENNIS
LA CONDAMINE
PIGAUTIER
Hôtel Alexandra
Hôtel Imperial
Hôtel St Georges
LA MADONE
Hôtel de Londres
Hôtel Bristol
Hôt. de Paris
Hôt des Colonies
Casino Municipal
Eglise St Roch
PTT
Avenue Carnot
Anglaise Avenue
PROMENADE DU MIDI
JARDIN PUBLIC
Kiosque
Cercle
Collège des Filles
Anglo-American
Hôtel Westminster et Royal
Hôtel Régina
Hôtel Balmoral
Hôt. de Menton
Hôt. de France
Hôtel de Turin
Musée Bibliothèque
HÔTEL DE VILLE
Rue de la Paix
Rue Félix Faure
Rue Partouneaux
Rue Longue
Rue Ste Claire
Rue Ste Marie
Rue Ste Catherine
Rue Ste Thérèse
Rue Ste Françoise
Rue Ste Barbe
Rue Ste Sophie
Rue Ste Thérèse
Rue Ste Françoise
Rue Ste Barbe
Rue Ste Sophie
Ancien Cimetière
Promenade
Eglise des Petits Noirs
Eglise des Pénitents Blancs
St Michel
Rue Partouneaux
Rue Ste Claire
Rue Ste Marie
Rue Ste Catherine
Rue Ste Thérèse
Rue Ste Françoise
Rue Ste Barbe
Rue Ste Sophie
Quai de Monléon
Marché couvert
PORT
BAIE DE GARAVAN
PLACE DE HALAGE
Jetée
Fort
Phare
MER MÉDITERRANÉE
HÔPITAL
Nouveau Cimetière de Garavan
Boulevard de Garavan
Avenue du Parc
Chemin de la Colle
Castellar
Le Fossan
Boulevard de Garavan
PIAN
GARAVAN
Garavan Palace
Barriquand-Alphand
CUGES
Hôt. d'Italie
Hôt. Bellevue
HOSPICE
Christ Church
Hôt. des Anglais
Hôtel Beau Rivage
Gd Hôtel
DOUANES
GARE
Ch.le St Laurent
Epi St Jacques
Hôtel Cecil
Fne Hanbury
ST LOUIS
Avenue de la Frontière
PROMENADE St LOUIS
Borne-Frontière
Pont St Louis
ITALIE
R.N. 7 Monaco, Nice
COMM. DE CARNOLES
Vallon de Gorbio
Gorbio
Pont de l'Union
Avenue du Maréchal Joffre
Hôtel Rives d'Azur
Hôtel Pétain
Bains
Avenue de la Madone
Allée Bonfigo
Cimetière
Vallon de Carei
Vallon de Garavan
Vallon de Castellar
Vallon de Castellar
Vallon de Castellar

MARCELLIN, R. 8, pens. 20 fr.—On Cap-Ferrat: GRAND-HÔT. DU CAP-FERRAT, at the S. end of the peninsula, R. 40, L. 20, D. 25, pens. 80 fr.; BEDFORD, SAVOY, near Beaulieu, R. 30, L. or D. 20, pens. 50 fr.; PARC, in St-Jean-Cap-Ferrat; MONT-FLEURI, at Pont-St-Jean, R. 15, L. or D. 14 fr.; MIRAMAR, Promenade Rouvier.

Pensions. *Bellevue*, R. 15, L. 10, D. 12, pens. 30 fr.; *de France*, 35 fr., L. or D. 12 fr.; *Frisia*, R. 12, L. 12, D. 14, pens. 35 fr.; *Primerose*, 30 fr., L. or D. 8½ fr.; *Hermosa*, from 30 fr.; *des Alpes*, from 20 fr.; *de Londres*, R. 12, L. 10, D. 12, pens. 25 fr.

Restaurants. *De la Réserve*, first class; *Gabriel*, opposite the Mairie.

Post Office, 9 Bd. Marinoni, opposite the harbour.—SYNDICAT D'INITIATIVE, at the Agence Bovis, opposite the station.—*P.L.M. Inquiry Office* in the station.—ENGLISH CHURCH, St. Michael's, Vallon de la Murta; services on Sun. at 8:30, 10.45, and 3.

Tramways run W. to *Nice* and E to *Monte Carlo*.

A short avenue connects the station with the Boulevard Maréchal-Pétain (tramway), which runs in the form of an S through Beaulieu. Above the station is the Boul. Marinoni, with its pretty public garden, whence roads serpentine up the hill to the Middle Corniche (p. 185). A little farther W. a road ascends the Vallon de la Murta, passing the English church, to (2½ m.) the Col des Quatre-Chemins on the Grande Corniche (p. 184). In the opposite direction we descend to the little harbour, and, turning to the right, reach the Quai du Midi, or Quai Blundell-Maple, on a terrace above the little garden on the Anse de la Formica. At the end of the quay begins the beautiful Promenade Maurice-Rouvier (for walkers only), which skirts the coast of the peninsula to (1¼ m.) St-Jean-Cap-Ferrat.

St-Jean-Cap-Ferrat (hotels, see above), a fishing village surrounded by pleasant villas, is a winter and summer resort of growing popularity. It may be reached also by tramway, diverging at *Pont-St-Jean* (p. 185) from the tramway between Beaulieu and Nice. An agreeable walk leads E. from the village to the *Pointe St-Hospice*, on which are a 16th cent. watch-tower beside a colossal modern bronze statue of the Virgin, by Galbusieri.—The whole peninsula of Cap-Ferrat is dotted with rich and attractive villas, and good roads offer opportunities for charming drives or walks.

Beyond Beaulieu the line skirts the rocks of Little Africa and threads a series of tunnels.—From (145 m.) *Eze-sur-Mer* a path, and from (146½ m.) *St-Laurent* a steep road mount to the curious little village of Eze (p. 185), high above, on the left.—At (147 m.) **Cap-d'Ail** (*Eden-Hôtel*, first class; *Soleil ; Pens. du Cap-Fleuri*), a little winter resort dating from 1879, a boulevard, flanked by villas, descends towards the coast, along which a charming footpath leads to Monaco. La Turbie (p. 201) is reached by a steep zigzag road (3¾ m.).

149 m. (240 km.) **Monaco** (p. 196) is separated by a viaduct and a tunnel from (150¼ m.; 242 km.) **Monte Carlo** (p. 198).

As the train skirts the sea we enjoy exquisite views, extending as far as Bordighera.—152 m. *Cap-Martin-Roquebrune* (see pp. 205, 184).—We tunnel under Cap-Martin and reach—

154½ m. (249 km.) **Mentone** (p. 202) and, after another tunnel below the town, (155½ m.) *Mentone-Garavan*, the last French station.—The P.L.M. line goes on by the sea, crossing

the Torrent de St-Louis that marks the Italian frontier, to—

161½ m. (260 km.) **Ventimiglia** or **Vintimille,** see the *Blue Guide to Northern Italy*.

22. TOULON, HYÈRES, ST-RAPHAËL

TOULON (101,563 inhab.), the chief naval arsenal of France and a strong fortress, is situated at the head of a deep bay protected by the peninsula of Cap Cépet and forming one of the finest roadsteads in the world. Behind it is an amphitheatre of hills, rising on the W. into the fortified heights of Mont Faron. The old town, with its narrow 18th cent. streets, is grouped about the harbour; the spacious modern city lies to the N.

Railway Stations. *P.L.M. Station* (Pl. C 1; Buffet), for main line trains. *Gare du Sud* (Pl. E 4) for St-Raphaël viâ Hyères.

Hotels (omnibuses at the P.L.M. station). GRAND-HÔTEL (Pl. a; C 1), Place de la Liberté, 100 R., R. 9, D. 18 fr.; VICTORIA (Pl. b; D 2), 29 Boul. de Strasbourg, DU LOUVRE (Pl. c; D 2), 6 Rue Corneille, R. 8, L. or D. 9, pens. from 23–29 fr.; DU DAUPHINÉ (Pl. e; D 2), Rue Berthelot, R. 8 fr.; DU PORT ET DES NÉGOCIANTS, 9 Quai de Cronstadt, R. 8, L. or D. 6½ fr.; TERMINUS, opposite the station.—HÔTELS-MEUBLÉS. *Continental-Métropole*, beside the theatre (Pl. D 2), R. 7 fr., *Modern* (Pl. f; D 2), R. 10 fr., both in the Boul. de Strasbourg; *de la Poste*, Rue Hippolyte-Duprat (Pl. C, D 2), R. 5 fr.

Restaurants. *Brasserie de Strasbourg*, 44 Boul. de Strasbourg; *Amirauté* (à la carte), Place de la Liberté; *du Port et des Négociants*, Quai de Cronstadt; *de l'Abeille* (cuisine Provençale), Place Puget.—The principal CAFÉS are in the Boul. de Strasbourg and the Quai de Cronstadt.

Post Office (Pl. C 2), Rue Hippolyte-Duprat.—SYNDICAT D'INITIATIVE, 17 Rue Victor-Micholet (Pl. C 3).—COOK'S TOURIST OFFICE, 4 Place de la Liberté (open on the days when Orient liners to or from Naples arrive).

British Vice-Consul, Capt. E. T. Ackfield, Grand-Hôtel.

Conveyances. CABS and TAXIS have no fixed tariff.—TRAMWAYS, all passing the Place de la Liberté (Pl. C 2), run from the P.L.M. station to *Le Mourillon* (p. 158); E. to the *Anse de Magaud*, to *La Garde* and *Hyères*, to *La Valette*; N.W. to *Ollioules* (p. 159); and around the harbour viâ *La Seyne* (p. 147) to *Les Sablettes* (p. 159).—OMNIBUSES run to *Brignoles* (p. 137), *Collobrières* (p. 148), *Le Beausset* (p. 146), and *Signes*. An AUTOCAR leaves the Place de la Liberté at 2 p.m. for the 'Circuit des Crêtes' (p. 159; 15 fr.). In winter P.L.M. Autocars run to St-Raphaël (comp. p. 146).

Steamers ply at frequent intervals from the Quai de la Sinse (Pl. D 4) to *Tamaris* (p. 159; 75 c., 1 fr. 25 c.), *Les Sablettes* (p. 159; in summer only), and *St-Mandrier* (p. 159); from the Quai de Cronstadt (Pl. C—D 3) to *La Seyne* (p. 147; 45 c., 50 c.); and from the Quai du Parti (Pl. E 4) to the *Iles d'Hyères* on Thurs. (to Porquerolles 9 fr. return, Port-Cros 12 fr. return). Fares are often raised on Sun., holidays, and summer evenings.—Steamers to *Corsica*, see Rte. 54.—Steamers to *London* (Orient Line), see p. xxiv.

Amusements. *Grand-Théâtre*, Boul. de Strasbourg; *Casino*, Boul. de Strasbourg, variétés. — CINEMAS. *Eden*, Place de la Liberté; *Kursaal*, 38 Boul. de Strasbourg; *Gaumont*, at the Grand-Hôtel; *Fémina*, Rue Victoire Clappier.—ORCHESTRA at the Taverne Alsacienne, 15 Boul. de Strasbourg.—HORSE RACES at Lagoubran, 2 m. E. (thrice yearly).

History. Under the Romans *Telo Martius*, the future Toulon, was a naval station and was noted for its purple dyes obtained from the murex, which still

abounds in the neighbouring seas. Its bishopric, suppressed at the Revolution, dated from 514 A.D. Sibilla, last descendant of the viscounts of Marseilles, bequeathed the lordship of Toulon to Charles of Anjou and in 1481 it passed, with the rest of Provence, to France. Louis XII began the fortifications of the town, and his Grosse Tour (1514; p. 158) still stands, but Toulon's effective strength dates from Henri IV, whose works were extended under Louis XIV. In 1707, during the War of the Spanish Succession, a combined attack by an Austrian and Sardinian army under Prince Eugene and an English and Dutch fleet under Sir Cloudesley Shovel, was successfully beaten off. At the Revolution Toulon was handed over to the British by its Royalist citizens, but after a three months' siege, during which Bonaparte, a young artillery officer of twenty-four, first distinguished himself, the Republican army under Dugommier captured the forts of Mulgrave or Petit Gibraltar, Eguillette, and Faron commanding the roadstead, and compelled the British fleet under Admiral Hood to withdraw (Dec. 13th, 1793), leaving the city to the savage vengeance of the Conventionals under Fréron and Fouché.—Toulon was the birthplace of Louis M. Vanloo (1707–71), the painter; of Joseph-Louis Ortolan (1802–73), the jurist; and of Hippolyte Duprat (1824–89), the composer.

From the station the Avenue Vauban (tramway) leads S.W. to the long and animated BOULEVARD DE STRASBOURG (Pl. B, C, D 2), which traverses the breadth of the city, roughly from E. to W. A few yards to the left opens the *Place de la Liberté* (Pl. C 2), a great square shaded by plane trees and date-palms and adorned with the Monument of the Federation, by A. Allar. A little farther on are the *Casino* (l.) and the *Theatre* (r.).

The theatre, with allegorical statues outside, contains a ceiling-painting by Duveau, depicting the principal characters in the works of Corneille, Racine, Molière, Shakespeare, Beaumarchais, Grétry, Mozart, and Goethe, grouped around busts of these authors. In the gallery leading to the foyer a large painting by V. Sellier represents the characters in Duprat's opera of 'Petrarch' with the features of local personages.

In the opposite direction the Boul. de Strasbourg leads past the Musée to the *Public Garden* (Pl. B 2), in which rise a War Monument, by Sausse of Toulon, a bust of Pierre Puget, by Injalbert, and the doorway of the old chapel of Six-Fours. The **Musée** (open every afternoon except Mon. and Sat.; to strangers also in the morning and evening) occupies a handsome Renaissance building (1887), which accommodates likewise the *Library* and a collection of *Coins*.

Ground Floor. Sculptures and a *Naval Museum* from the Arsenal, with fine ship-models of the 18-19th cent. and carvings from ships of the same period.

First Floor. LOGGIA. *Montenard*, Panorama of Toulon (triptych); *O. Gallien*, Fishing, Harvest. The statue of Provence (from the Marquis de Valbelle's tomb at Montrieux, p. 148) is attributed to J. P. Chastel. The VESTIBULE contains portraits.—SALLE DE PROVENCE (r.). *Eug. Carrière*, *The first veil; *Montenard*, Brest Roads; works by Provençal artists.—ROOM II (l.) contains French, Italian, Flemish, and Dutch paintings. *François Boucher*, *Cupid with doves; *Louis David*, Daughters of Joseph Bonaparte; *Largillière*, Portraits; several works attributed to *Vanloo*; *J. Victoors*, Burgomaster; *Leonardo da Vinci* (?), Madonna with the Child and the young St. John; *Breughel the Elder*, Flemish proverbs; *M. Thatchenko*, Russian squadron at Toulon (1893); *Ziem*, Sea-pieces.—ROOM III. Drawings and pastels.

From the Place Victor-Hugo (Pl. D 2), behind the theatre, the short Rue Bonnefoi leads to the Place Puget, with its picturesque fountain (1782), whence the busy Rue Hoche

and Rue d'Alger run direct to the harbour. We turn to the left at the end of the Rue Hoche and beyond another square reach the Cours Lafayette (Pl. D 3), where a market is held every morning. On the façade of No. 87 is a cannon-ball embedded there in 1707.

The Rue Laminois leads left from the Cours to the former barracks in the Rue Emile-Duclaux, which now contain the *Museum of Old Toulon* (adm. daily to strangers), an interesting collection of old embroideries, Provençal costumes, corporation banners, drawings, plans, caricatures, and local varieties of tools and furniture, etc.

On the other side of the Cours, viâ the Rue Emile-Zola, rises the church of **Ste-Marie-Majeure** (Pl. D 3), the former cathedral, the three W. bays of which date from the 13th cent., the rest from 1654–61 except the façade (1696) and the tower (1740). The interior (poorly lighted) contains several paintings by Puget (St. Roch, St. Félix of Cantalice, in the 1st and 3rd chapels of the right aisle; Annunciation, in the last chapel of the left aisle), two good marble angels by Veyrier, nephew of Puget (in the chapel at the end of the right aisle), and an Assumption, by P. Mignard, in the Lady Chapel.—At No. 2 in the Place de la Poissonnerie (Pl. D 3), S. of the cathedral, the fine **Porte des Lionceaux*, attributed to Puget, marks the house of the Consul d'Antrechaux, distinguished for his devotion in the great plague of 1720–21. Thence the Rue de l'Hôtel-de-Ville goes on to the busy Grand Carré du Port, in the middle of the animated Quai de Cronstadt (Pl. C, D 3), which skirts the old harbour. Here, facing the bronze statue of the Genius of Navigation, by Daumas (19th cent.), stands the *Hôtel de Ville* (Pl. D 3; 1606), with a façade decorated with busts of the seasons, by Hubac, and two celebrated Caryatides (Strength and Fatigue), by Puget, whose signature appears beside the key-stone below the balcony.

The **Harbour** has five basins. To the E. of the *Darse Vieille*, or old harbour, where the local steamers start, is the small *Port Marchand*. The three basins to the W. are reserved for the fleet. The Petite Rade (smaller roadstead), immediately outside the harbour, communicates with the Grande Rade by a narrow passage between the Grosse Tour and the Fort de l'Eguillette, which is further sheltered and protected by a digue, nearly 1 m. long. The Grande Rade extends between the peninsulas of Giens and Cépet.

At the N.W. end of the Quai de Cronstadt we turn to the right to reach the monumental gateway (1738) of the **Naval Arsenal** (Pl. C, B, A 3), to which, however, foreigners are not admitted. The gate has four marble columns supporting an attic story on which are figures of Mars and Bellona. To the N.E. opens the spacious Place d'Armes (Pl. C 2, 3), with the Naval Prefecture, whence we may regain the Place de la Liberté by the Rue de la Comédie, passing the Sous-Préfecture.

The S. suburb of *Le Mourillon*, with its arsenal and the *Grosse Tower*, is reached by tramway (p. 156), going on to (3½ m. from the P.L.M. station) the Petit-Bois. Thence a path skirts the coast, viâ *Cap Brun*, to the *Anse de*

A
B
TOULON
Mètres
0 100 200 300
Scale of Yards
0 100 200 300
Tramways
Marseille
Porte de Claret
Rue
Orphelinat
SAINT ROCH
HÔPITAL CIVIL
Monum.t 1870
Rue
Militaire
Porte de France
Chapelle
Ruc
N
PONT-DU-LAS
Ollioules Marseille R.N.8
Cendarmerie
Observatoire de la Marine
Ave Allegre
Ave Lazaret
R. de Chateauneuf
JARDIN Courtouse DE LA VILLE
Monum.t Comm.x 1914-1918
Musée et Biblioth.
Boulevard
Rue
Pal.de Justice
Collège de Jeunes Filles
Porte Nationale
Foyer du Marin et du Soldat
Porte de Castigneau
Réservoir
Prison Départ.
PRISON MARITIME
CORDERIE
PLACE DE LOUISE-MICHEL
R. Denfert Ro
Préf Mari
BOULANGERIE
GRANDES FORGES
CALES COUVERTES
MAGASIN GÉNÉRAL
ARSENAL MARITIME
CHAUDRONNERIE
FORGES
MOTEURS
FONDERIE
AJUSTAGE
PARC D'ARTILLERIE
DARSE
NEUVE
DARSE DE CASTIGNEAU
BASSINS DE CARÉNAGE
OUTILLAGE
SUBSISTANCES
Passe Castigneau
CANAL
PARC AU CHARBON
Atelier Embarcatio
Bassins Radou
Canal des Moteurs
1
2
3
4

le Faron
D
E
CASERNE GARDANE
CIMETIERE
1
ENAL DE TERRE
Rue
de Tessé
Militaire
Nice
Rue Victor Clappier
Colbert
Temple Protestant
Picot
Ecole Rouvière
Casino
Poste et Télégr.
THÉATRE
Strasbourg
Place Noël Blache
2
SAINT-JEAN-DU-VAR
LYCÉE
MANUTENTION
CHAMP DE MARS
Draguignan
Intend. Maritime
Jaurès
Hugo
R. Lafayette
R. de Lattre
CAMPEMENT
St Louis
MONT DE PIÉTÉ
R. Pasteur
R. Pomet
R. Hôpital
R. Ch. Poney
R. Bonnefoi
PLACE PUGET
R. Metzard
Louis
Vincent Raspail
R. du Canon
Cathédrale Ste Marie
R. Vincent Courdouan
PLACE NEUVE
Porte d'Italie
R. N. 97
St Tropez
R. Garibaldi
R. Victor Michoffet
R. Nerer
R. Zola
R. des Mimosas
3
Lamartine
Boulevard
Chemin de Ceinture
PL. GAMBETTA
Egl. St Pierre
Poissonnerie
Musée du Vieux-Toulon
Quai de Cronstadt
Maison de Puget
PLACE DE LA RÉPUBLIQUE
Marché couvert
Stade Mayol
Assistance Publique
Institut municipal d'Hygiène
HÔTEL DE VILLE
St François de Paule
Statue du Génie de la Navigation
Embarcadère pour les Iles d'Hyères
Embarcadère pour les Sablettes
Porte Neuve
GARE DU CHEMIN DE FER SUD FRANCE
PORT VIEILLE
DARSE
PORT MARCHAND
Courrier de la Corse
Débarcadère Cie Orient-Line
Hyères
Le Mourillon
D
E

Magaud, whence another tramway returns direct to Toulon.—**Tamaris** (*Grand-Hôtel*), a pleasant winter resort, below the Fort Napoléon (the successor of Fort Mulgrave, p. 157), and **Les Sablettes** (*Golf-Hôtel; Family House*), a sea-bathing place, S.W. of Toulon, are more agreeably reached by steamer (p. 156) across the roadstead than by the tramway (6 m.) viâ La Seyne (p. 147). The coast road from Tamaris to (¾ m.) Les Sablettes passes (r.) the Villa George-Sand, where George Sand wrote her romance of 'Tamaris' (1861), and goes on to (2¼ m.) *St-Mandrier*, with its large hospital and botanic garden, in the peninsula of Cépet.—From Toulon a tramway runs N.W. to (4½ m.; 55 c.) *Ollioules* (Hôt.-Rest. Carbonnel), with its 10th cent. church and arcaded houses, situated c. 1½ m. below the fantastic Gorges d'Ollioules.—For the *Cap Cicié* we take the steamer to La Seyne and proceed thence by road.—A fine drive of 10½ m. on the heights N. of Toulon ('Circuit des Crêtes'; autocar, see p. 156) may be taken viâ the *Fort Rouge*, the *Tour Beaumont* (c. 1690 ft.), the *Fort de la Croix-Faron*, and the *Fort Faron*.—Other excursions may be made to the top of the *Coudon* (2300 ft.), in c. 4 hrs.; to the *Iles d'Hyères* (p. 161) by steamer (p. 156); and to the *Chartreuse de Montrieux*, 17½ m. N.; etc.

From Toulon viâ Hyères to St-Raphaël

64½ m. (104 km.), Sud-France Railway in 5–6 hrs. (18 fr. 95 c., 14 fr.); to *Hyères*, 14½ m. (23 km.) in 1½ hrs. (4 fr. 15, 3 fr. 5 c.). Best views on the right.

By the P.L.M. Railway *St. Raphaël* (95 m. in c. 2 hrs.) is reached from Toulon direct by the main Nice line (see pp. 147–151), and *Hyères* (13 m. in ¼ hr.) by a branch diverging from the main line at (¾ m.) *La Pauline* (p. 148), running viâ (8½ m.) *La Crau* and the S. side of the Maurettes ridge, and going on to (18 m.) the *Salins d'Hyères*.

Two electric Tramways also ply from Toulon to *Hyères*; one (10½ m.) viâ (3 m.) *La Villette*, the village to which Mme Letizia, mother of Napoleon I, retired with her family during the troubles caused by Paoli in Corsica; the other (11½ m.) viâ *La Garde* (p. 148). These routes unite c. 5½ m. short of their terminus in the Place du Portalet at Hyères.

Starting at the Gare du Sud (Pl. E 4) the train calls at numerous small local stations. Beyond (5½ m.) *Le Pradet* we pass the Mont du Paradis (l.) and the Mont de la Colle-Noire (r.).—7½ m. *Carqueiranne* (Hôt. Beau-Rivage) is a summer resort, near which is the smaller fishing village of *Les Salettes*.—10½ m. *San-Salvadour-Mont-des-Oiseaux*.—11 m. *L'Almanarre* is the station for the ruined convent of *St-Pierre-d'Almanarre* and for the extensive but indistinct remains of the Roman town of *Olbia*. We quit the coast, and beyond *Hyères-Echange* reach (14¼ m.) *Hyères-Ville*.

HYÈRES (11,373 inhab.), the oldest of the Riviera winter resorts, lies c. 2 m. from the sea, on the S. slope of a hill crowned by a ruined castle. The modern town, known as 'Hyères-les-Palmiers' from the palm-trees that line its boulevards and flourish in its gardens, extends into a garden-like plain, noted for its flowers and early fruit and vegetables. With the adjoining *Costebelle* (p. 161), which is still almost an English preserve, Hyères remains among the less clamboyant health resorts.

Stations. The stations of the *P.L.M.* and *Sud-France* (for Toulon and St-Raphaël) adjoin each other, ½ m. S. of the town. Sud-France trains may be joined at the *Gare d'Hyères-Ville* (Pl. D 2), and a shuttle service is worked between the three stations.

Hotels. First Class: Britannic et Chateaubriand, Boul. Chateaubriand (beyond Pl. B 1), 110 R., R. 25, L. 18, D. 20, pens. 45 fr.; Golf-Hôtel, Route de St-Tropez (c. 1 m. N.E.), 300 R., R. 30, L. 25, D. 30, pens. 65 fr.; des Palmiers (Pl. d; C 4), Av.

de Costebelle, 150 R., R. 20, L. 20, D. 25, pens. 50 fr.; MÉTROPOLE (Pl. f; B 2), 3 Rue d'Orient, R. 18, L. 16, D. 18, pens. 35 fr.—Less expensive: VICTORIA ET DES AMBASSADEURS (Pl. g; B 3), Av. des Iles d'Or, BEAUSÉJOUR, Route de St-Tropez, with a large garden; DES ILES D'OR (Pl. b; B 3), Av. des Iles d'Or, 150 R., with a garden; GRIMM'S, 125 R., R. 15–18, L. or D. 12–16, pens. 30–40 fr.—Simpler: DES ETRANGERS, 8 Boul. Jean-Jaurès, RÉGINA-HESPERIDES (Pl. i; B 5), Av. Riondet, SUISSE ET DES ILES D'HYÈRES, Av. du Parc, DE LA POSTE, Av. Carnot (Pl. C 2, 3), MODERNE, Place Portalet, PUGET, Av. Gambetta (Pl. C, D 3), TERMINUS, at the station, R. 8–12, L. or D. 6–10, pens. 15–25 fr.—At Costebelle (p. 161), *HÔT. DE L'ERMITAGE; DE COSTEBELLE ET D'ALBION, pens. 60 fr.; MIMOSAS, pens. 25 fr.; MONTCLAIR.

Pensions. *Franco-Anglaise*, 7 Av. Riondet; *La Roseraie*, 6 Rue Almanarre; *Riondet*, Av. Riondet, from 20 fr.

House Agents. In the Av. Gambetta, *Astier*, 18, *Mouysset*, 1; *Banque Anglaise*, Place des Palmiers; *Pons*, 46 Av. des Palmiers; *Paran*, 6 Av. Alphonse-Denis.

Restaurants. *De la Maison-Dorée*, *Puget*, 7 and 8 Av. Gambetta.

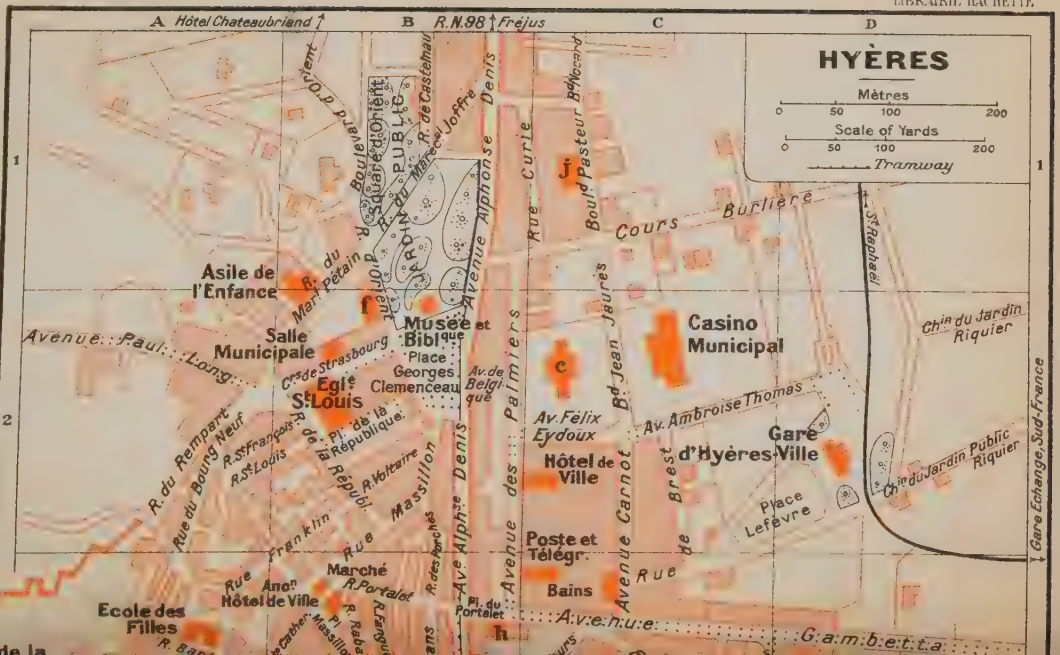
Post Office (Pl. C 3), Av. des Palmiers.—SYNDICAT D'INITIATIVE, at the Casino (Pl. C 2), 9–11.30, 1.30–4.

Conveyances. CABS. Per drive in the town 4 fr., at night 6 fr., per hour 10 fr., 12 fr.; TAXI-CABS, 1½ fr. per km.—ELECTRIC TRAMWAY (1 fr. 60 c.) from the Place du Portalet (Pl. B 3) to *Toulon* (P.L.M. station).—OMNIBUSES from the Place du Portalet to *La Londe* (viâ St-Nicholas-Maussanne; 1½ fr.); to *La Plage* (2½ fr.), *Giens* and the *Tour-Fondue*; to *Costebelle* (2 fr.); and to the *Golf Club* (1 fr. 25 c.).—In winter P.L.M. AUTOCARS run to *Les Lèques* viâ Toulon, and to *St-Raphaël*. Particulars of the numerous day and half-day Autocar Excursions are furnished by the Syndicat d'Initiative.

British Vice-Consul, *Jesse Hook*, 10–12 and 2–4, 26 Place des Palmiers.—ENGLISH CHURCH, St. Paul's (Pl. C 5), Boul. de Beauregard (Rev. W. J. S. Emery; Sun. 8, 10.30, 5), and at Costebelle.—FRENCH REFORMED CHURCH, 36 Av. des Iles d'Or (Rev. L. Winther Caws; Dec.–Apr., Sun. 11).—ENGLISH PHYSICIAN. Dr. W. P. Biden.—*Chemist*, Powell, 16 Av. Alphonse Denis.

Amusements. *Casino* (Pl. C 2), with a theatre, ball-room, etc. Day ticket 2 fr.; fortnight 25 fr.; month 50 fr.; season 100 fr.—*Golf* at the Golf-Hôtel, c. 1 m. N.E., and at Costebelle.

From the station the Avenue Edith-Cavell leads to the broad palm-shaded Avenue Gambetta (Pl. C, D 3), which runs N. to the Place du Portalet (Pl. B 3), situated on the thoroughfare (Toulon–Fréjus road) that separates the modern from the old town. On the right of the Avenue Gambetta, before we reach the Place, diverge the Avenue Carnot, leading to the *Grand Casino* (Pl. C 2), and the Avenue des Palmiers, with the *Post Office* (Pl. C 3) and the *Hôtel de Ville*.—The Avenue Alphonse-Denis leads to the right (N.E.) from the Place du Portalet to the Place Georges-Clemenceau and the *Public Park* in which are a statue of Charles of Anjou and the *Musée* (Pl. B 2; adm. Thurs. & Sun., 1–4), containing a few paintings, natural history collections, and antiquities from Olbia (p. 161). Beyond extends the visitors' quarter of Chateaubriand, with its hotels and villas. From the Place Georges-Clemenceau a flight of steps, with a statue of Massillon (see p. 161) at the top, leads to the church of *St-Louis* (Pl. B 2), a Transitional edifice of the 13th cent. in which Louis IX paid his devotions on his return from his first crusade in 1254.—In the opposite direction from the Place du Portalet runs the Avenue des Iles d'Or, passing the


A Hôtel Chateaubriand
B R.N.98 Fréjus
C
D
HYÈRES
Mètres
0 50 100 200
Scale of Yards
0 50 100 200
Tramway
Asile de l'Enfance
Salle Municipale
Egl.e St Louis
Musée et Bibl.que
Casino Municipal
Gare d'Hyères-Ville
Hôtel de Ville
Poste et Télégr.
Bains
Marché
Ecole des Filles
Place Georges Clemenceau
Place Lefèvre
Avenue Paul Long
Av. Ambroise Thomas
Av. Félix Eydoux
Cours Burlière
Chin du Jardin Riquier
Chin du Jardin Public Riquier
Gare Echange Sud-France
Avenue Alphonse Denis
Avenue des Palmiers
Avenue Carnot
Bd Jean Jaurès
Bd Pasteur Vallery
Rue Curie
Rue Massillon
Rue du Rempart
Rue du Boung Neuf
Rue Franklin
Rue de Brest
Av. Victor Hugo
Av. Gambetta
R. du Mar.chal Joffre
R. de Castelnau
Bd Carnot
Bd Gambetta
R. du Mar.chal Pétain
R. de la République
R. Portalet
Pl. du Portalet
Pl. de la République
R. St François de Paule
R. St Louis
R. Voltaire
R. des Arènes
Av. Alphonse Denis
Cr.de Strasbourg
Av. de Belgique
R. Ancien Hôtel de Ville
R. Rabaton
R. St Raphaël
Poste de la

1-30 Imp. Dufrénoy. Paris.

Place des Palmiers (C 4) in which is a monument in memory of the Swedish Baron Stultz, the celebrated London tailor, who died at Hyères in 1832.

The Old Town, with its gates and its narrow steep streets and mediæval houses, is more interesting. In the Place Massillon (Pl. B 3) are the covered market and the old Hôtel de Ville, in a former commandery of the Templars, flanked by a tall tower. At No. 7 in the adjoining Rue Raboton was born Jean Baptiste Massillon (1663–1742), the great pulpit-orator. The church of *St-Paul* (Pl. B 3; sacristan at No. 6 Rue St-Bernard) has a mutilated Romanesque façade, but otherwise dates from the 16th century. From the Rue Barbacane, leading N. from this church, we pass through the Porte de Baruc to the Rue Paradis, above which, in a parallel lane, is the villa once occupied by Ambroise Thomas, the composer. We may then ascend by the Rue St-Pierre to the ruins of the old *Castle* (670 ft.), situated within a fortified enceinte of the 13th cent. (adm. 1 fr.; fine view). R. L. Stevenson spent the winter of 1888 at the chalet of La Solitude, on the road between the old town and the castle, and wrote there the 'Child's Garden of Verses,' 'Prince Otto,' and the 'Black Arrow.'

Costebelle (autobus, see p. 160), 1¾ m. S.S.E. of Hyères, with luxurious hotels (see p. 160), an English church, attractive villas, and a golf-course, has been described as the least cosmopolitan of the Riviera resorts. Its hill is crowned by the pilgrimage chapel of the *Ermitage* (13th cent.; modern tower). Beyond the English church is the Villa du Plantier, belonging to M. Paul Bourget.—The road goes on S. from Costebelle viâ the *Font-des-Horts*, with ruins and a modern château, to (3 m.) the remains of *Olbia* and *St-Pierre-d'Almanarre* (p. 159), whence we may take the train back to Hyères or, in the other direction, to *St-Salvadour* for the *Mont des Oiseaux* (p. 159).

From Hyères to the Salins d'Hyères, 5 m., P.L.M. Railway in 20 min.; autobus to La Plage, see p. 160. The road and railway pass to the left of the aerodrome of Le Palivestre and of the Costebelle golf-course.—2½ m. *La Plage* (Maritima Hôtel; Plage Hôtel) is a small sea-bathing place, to the S. of which is a race-course.—5 m. *Les Salins d'Hyères* or *Vieux-Salins*, beside the small *Port Pothuau*, used by vessels of war in Hyères roads, is the station for extensive salt-works (740 acres), to which visitors are admitted on application.

The **Iles d'Hyères**, which protect Hyères roads on the S., may be visited either from Toulon (steamer, see p. 156) or from Hyères. From Hyères an autobus, passing the Salins Neufs, traverses the narrow isthmus of Giens to *La Tour-Fondue* (Peninsul-Hôtel), whence a steam-launch crosses twice daily (9 a.m. and 3 p.m.) to *Porquerolles* in 20 min. (2½ fr.). On Tues., Thurs., & Sat. the 9 o'clock boat goes on to (1 hr.) Port Cros, returning at 2 p.m.—The islands, known to the ancients as the *Insulæ Stœchades* from the lavender that flourished there, have a rich sub-tropical vegetation and an equable climate. *Porquerolles* (Grand-Hotel des Iles-d'Or), the ancient *Prote*, is the largest (3450 acres) and affords some charming rambles. *Port-Cros* (two inns), the *Messe* of the ancients, is hillier than Porquerolles, and has steep coasts. A sailing-boat starts here on the arrival of the steamer from Toulon for (40 min.) the *Ile du Levant*, the ancient *Hypæa*, a rocky isle, inhabited only by a few lighthouse keepers and signalmen.

Beyond Hyères the Sud-France line runs through a highly cultivated and rich plain, with a view of the sea on the right.—20 m. *La Londe-les-Maures*, with lead mines. The *Château des Bormettes*, 1¾ m. S.E., was designed by Horace Vernet, who bequeathed it to his grandson Horace Dela-

roche.—25½ m. **Bormes** (*Grand-Hôtel ; des Pavillons ; Belle-Vue*), a winter resort not immediately on the sea, is a little old town on a hill, whence excursions may be made in the *Forêt du Dom*, to *Collobrières*, to the *Chartreuse de la Verne*, and other points among the Montagnes des Maures. A statue of St. Francis de Paule commemorates a visit of the saint during a plague in 1481.

27 m. **Le Lavandou** (*Grand-Hôtel ; de la Méditerranée ; de Monte Carlo ; Terminus*), a pleasant little fishing village and sea-bathing resort, takes its name from the lavender-clad hills around (comp. p. 161). Ernest Reyer (1823–99), the composer, who lived and died at Lavandou, is commemorated by a bust by Denys Puech. *Cap Bénat* (to the S.), with its lighthouse and 17th cent. castle, may be visited in c. 5 hrs. (there and back), and a charming coast-road ('Corniche des Maures') leads from Lavandou to Cavalière. —The hills now approach the sea.—31 m. *Cavalière* (Grand Hôtel; Meille) is another picturesque little coast village, on the site of the ancient *Alconis*, of which some remains have recently been uncovered.—On the right is *Cap Nègre*. An extremely picturesque section carries us past the little stations of *Pramousquier*, *Le Canadel* (Grand Hôtel), and *Le Dattier*.—38 m. **Cavalaire** (*Grand Hôtel ; de la Plage ; de Cavalaire ; de Pardigon*, 1 m. E.), with its fine beach and numerous villas, is yet another favourite sea-side resort. The ascent of the *Sommet des Pradels* (1720 ft.; 1½ hrs. N.W.), the highest point of the Montagnes des Maures, is one of many interesting excursions for which Cavalaire is a centre.—41½ m. *La Croix-de-Cavalaire* (Grand-Hôtel; Kensington) is another winter resort a little back from the sea.—46 m. **La Foux** (*Hôtel Terminus*), on the bay of St-Tropez. At the horse-races here (in July) may be seen fine specimens of the 'Eygues,' the horses of the Maures which have preserved an Arab strain.

From La Foux short branch-lines run W. to (2½ m.) Cogolin and E. to (3 m.) St-Tropez.—**Cogolin** (*Hôt. Cauvet*), a little town (1928 inhab.), producing corks and briar pipes, has a Romanesque church, containing an interesting triptych of 1540. About 1½ m. N. (autobus) is *Grimaud* (William's Hotel), the *Sambracis* of the ancients, commanded by an ancient stronghold of the Grimaldi. The beautiful road goes on (railway projected) to (5½ m. from Cogolin) *La Garde-Freinet* (Nouvel Hôtel), another cork-making town (1435 inhab.), in a strong position near the crest of the Maures, commanded by a height bearing the ruins of the fortress of *Fraxinet* or *Freinet*, whence the Moors ravaged Provence, Languedoc, and Dauphiny from 890 to 973.—20 m. (32 km.) *Le Luc*, see p. 148.

St-Tropez (*Hôt. Sube & Continental*), on the bay of St-Tropez, is too much exposed to the mistral to become a winter resort, but the quaint old town, practically unchanged since the 18th cent., is full of charm. It is believed to occupy the site of the *Athenopolis* of Pomponius Mela or of the Greek-Phœnician settlement of *Heraclea Caccabaria*. On the quay are a statue of the Bailli de Suffren (1729–88; p. 142), Seigneur de St-Tropez, a doughty foe of England on the sea, and the Maison des Corsaires (visitors admitted). In the church is a bust of St. Torpetius or Tropez (martyred here in the 2nd cent.), which is carried in procession at the 'Bravade' (May 16–18th), a festival commemorating the repulse of 20 Spanish galleys in 1637, a feat which is likewise depicted in three

curious old paintings in the Hôtel de Ville.—A pleasant round of 19 m. leads S. from St-Tropez to (7 m.) *Cap Camarat*, thence N.W. to (12 m.) the curious village of *Ramatuelle* (autobus to St-Tropez), and thence back to (19 m.) St-Tropez viâ Gassin and Bertaud.

The railway now runs round the bay of St-Tropez.—49 m. *Guerrevieille-Beauvallon* (*Golf-Hôtel), with a 9-hole golf-course, is becoming the centre of an English literary colony.—51½ m. **Ste-Maxime** (**Grand-Hôtel ; du Commerce ; de la Côte-d'Azur ;* etc.), facing St-Tropez across the bay and in a sheltered situation with a S. aspect, is a rapidly developing health resort. *Plan de la Tour* (Hôt. Pin; autobus) is a prosperous village (822 inhab.) c. 6 m. N.W.—55 m. *La Garonnette* (Hôt. de la Plage).—59 m. *St-Aygulf* (Grand-Hôtel; Beaurivage).—62½ m. **Fréjus,** see p. 149. On the left is seen the Lanterne d'Auguste, on the right, the naval air station (p. 150).

64 m. **ST-RAPHAËL** (6183 inhab.), though still one of the quieter Riviera towns, is a favoured resort all the year round, the winter season being followed by a French bathing season in July, August, and September. Charmingly situated on the bay of Fréjus, the blue waters of which are broken by the picturesque red rocks of the 'Lion de terre' and the 'Lion de mer,' and lying at the foot of the Estérels, at the beginning of the beautiful Corniche de l'Estérel or Corniche d'Or (p. 164), it is an excellent centre for excursions. Valescure (p. 164) may be regarded as an annexe of St-Raphaël.

Railway Stations. The stations of the *P.L.M.* and the *Sud-France* railways adjoin each other (Pl. B 2).

Hotels. Beau-Rivage (Pl. E 4), Boul. du Touring-Club, 100 rooms, R. 20, L. 17, D. 18, pens. 45 fr.; Continental et des Bains (Pl. C 4), Boul. Félix-Martin, R. 15, L. 14, D. 16, pens. 30 fr., all the year; Grand-Hôtel (Pl. E 3), Av. Edith-Cavell, R. 15, L. 13, D. 14, pens. 45 fr.; de la Plage (Pl. C 3), 22 Boul. Félix-Martin, R. 25, L. or D. 15, pens. 40 fr.; Les Orangers, Boul. du Touring-Club (Pl. D, E 4), R. 20, L. or D. 18, pens. 35 fr.—Less expensive: Touring-Hôtel et du Commerce (Pl. A 3), Rue Jean-Bart, all the year, Azur, Av. Amiral-Baux, Central et de France, Place Gallieni (Pl. B 3), R. 8, L. or D. 8, pens. 25 fr.; Hermitage (Pl. D 4), Av. des Lierres, R. 8, L. or D. 12, pens. 25 fr.; Moderne, Av. Amiral-Baux, pens. 20 fr.; Les Algues, Villa Alice, Villa Joyeuse, R. 10, L. or D. 10, pens. 25 fr.—Hôtels Meublés: Terminus et des Négociants (Pl. B 3), at the station, R. 8, L. or D. 8, pens. 25 fr.

Hotels at *Valescure*, see p. 164.

Post Office (Pl. B 3), Avenue Maréchal-Foch.—Syndicat d'Initiative, Rue Charles-Gounod.—Tourist and House Agency, W. F. King, 6 Rue Charles-Gounod.—English and American Chemist, Daumas, Rue Charles-Gounod.

Conveyances. There is no cab tariff. Autocars run to *Toulon* and *Cannes* and make excursions: to *Hyères*, viâ the Côte des Maures (Mon.; 55 fr.); *Cannes* (Tues. and Thurs.; 30 fr.); *Gorges de Pennafort*, returning viâ Bagnols (Wed.; 20 fr.); *St-Maxime* (Fri.; 25 fr.); *Gorges du Loup*, viâ Bagnols and Grasse (Sat.; 55 fr.); *Corniche d'Or* (Sun.; 20 fr.).

English Churches. *St. John's*, Av. des Lierres (Pl. D 3), at St-Raphaël; *All Saints'*, at Valescure. Services on Sun., 8.30, 10.30, and 3.

Amusements. *Palace-Théâtre*, Boul. Félix-Martin (Pl. B 3, 4). *Golf* at Valescure. *Tennis*, Av. des Lierres.

The railway, which intersects St-Raphaël from W. to E., divides the old town, on the N., from the harbour and the

modern town extending along the shore. From the Place Coulet (Pl. B 3), the centre of the modern town, the Avenue Amiral-Baux descends to the Quai de St-Tropez (Pl. B 3, 4) on the *Harbour*, where Napoleon I landed on his return from Egypt in 1799 (monument in the Cour Jean-Bart, Pl. A 3) and where he embarked for Elba in 1814. The Boulevard Félix-Martin (Pl. B, C 4), the chief street in the new town, leads from the S. end of the Quai, beyond the modern Byzantine church, past the Hôtel Continental and the Bath Establishment, to Maubert's striking monument to Alphonse Karr, and is thence continued E. by the Boulevard du Touring-Club, the beginning of the Corniche d'Or (see below). Among the villas in their beautiful gardens that fringe this road are the *Oustalet dou Capelan* (tablet), where Gounod (1818–93) composed 'Romeo et Juliette' in 1866 and 'Le Père Lebonnard' in 1885, and, farther on, the *Maison Close*, the last home of Alphonse Karr (1808–90), whose residence here first brought St-Raphaël into notice.

The Place Carnot (Pl. B 2), with the *Mairie*, the centre of the old town, is reached viâ the Rue Gambetta, which passes under the railway. A little to the N. is the *Eglise des Templiers*, a Romanesque building of the 12th cent., with a good apse and a tower.

Valescure (*Golf-Hôtel*, new; *Coirier's Grand-Hôtel*, R. 5, D. or L. 22, pens. 70 fr.; *des Anglais*), a pleasant little winter resort among pine trees, c. 1⅞ m. N.N.W., may be considered as an annexe of St-Raphaël. With its English church and its golf-course, it is high in favour with the English.

From St-Raphaël to Cannes by the Corniche d'Or, 27 m. (autocars, see p. 163). This picturesque road, wide and well-kept but with numerous sharp curves requiring caution, follows the coast, affording finer views than those obtained from the railway (p. 151). We quit St-Raphaël with a line of villas on our left and the two lion rocks (p. 163) in the sea, on our right.—Beyond the Parc Calvet we pass (1½ m.) *Boulouris* (p. 151) and the porphyry quarries of Le Dramont.—6 m. *Agay* (p. 151).—9 m. *Antheor* (Grand-Hôtel; de la Plage), a quiet artists' resort.—The road with many curves and commanding fine changing views crosses the railway four times.—13½ m. *Le Trayas* (p. 151).—Farther on we descend to sea-level at the Baie de la Figuerette, then mount in curves to (16¼ m.) the *Col de l'Esquillon*, which is followed by a rapid descent. —19 m. *Theoule-sur-Mer* (p. 151).—20½ m. *La Napoule* (p. 151).—The road, now level, crosses the Argentière and the Siagne, with Cannes golf-course between them, passes (24½ m.) the station of La Bocca (p. 152), and joins the Boulevard Jean-Hébart, by which we enter (27 m.) *Cannes*.

23. CANNES AND ITS ENVIRONS. GRASSE

CANNES (26,508 inhab.), one of the oldest and still perhaps the most aristocratic of the Riviera winter resorts, lies on a beautiful bay of the Gulf of Nice at the foot of the Estérels. Cannes is a spacious name; for, while the town proper lies close to the sea, the mountains recede far enough to leave room for a broad inland zone, occupied by scores of hotels and hundreds of opulent villas in luxuriant gardens.

A
B
Quartier des Arènes
Ch. des Arènes
Av. des Arènes
Terrain des Sports (le Vignas)
Av. de Valescure
Bd de Châteaudun
R. du Vignas
R. Jules Ferry
Route de Fréjus
R.N.7
Hôtel Astoria
Hôtel des Arènes
Egl. des Templiers
R. M. Allard
PL. CHATEAUDUN
PL. DE LA RÉPUBLIQUE
Ecole des Filles
Boulevard
R. de la Républ.
Rue Charabois
Rue du Maréchal Joffre
la Garonne Riv.
Rue du Manien
MAIRIE
PLACE CARNOT
R. de la Liberté
Ecole des Garçons
Avenue Napoléon Frenne
Ch.in des Isdes
Marché
PL. V. HUGO
Avenue
GARE SUD-FRANCE
Bd Jean
Hyères
Marseille
PLACE ORTOLAN
Rue de la Garonne
Rue Sam
Syndicat d'Initiative
GARE P.L.M.
PLACE Mal GALLIENI
Rue A. Karr
COURS JEAN-BART
Boulevard
Hôtel Madelino
PL. Pierre Mont
Gallieni COULET
Mont aux Morts
Amiral Baux
Poste, Télégr. Téléph.
R. Jules Barbier
Aicard
St Ayguli vers la Station
Quai de St Troppez
Avenue Félix
Hôtel Azur
N.D. de la Victoire
R. de l'Eglise
R. Jean Charles Gounod
Select Hôtel Boëtman
Hôtel Continen
PORT
Martin
Rue
Hôtel Napoléon
Hôtel Excelsior
Casino
Fontaine F. Martin
Bould Félix-Martin
Kiosque
Terras des Bain
PLAGE DES
Phare
MER MÉDITE
d'après le plan dressé par Mr Aublé
B
L. Hermann, del.

12-29 Imp. Dufrénoy, Paris.

The old town is built on Mont Chevalier, a height projecting into the sea and crowned by the church and the old château. On each side, between the railway and the coast, stretches the new town, from La Bocca, on the W., to the Pointe de la Croisette, on the E., 3½ m. apart. Inland, from W. to E., lie the visitors' quarters of the *Vallon Provençal, Riou, Vallergues, Petit-Juas, St-Nicolas, La Peyrière, Les Gabres, Californie,* and *Cannes-Eden,* while to the N. is *Le Cannet,* a natural annexe of Cannes. Off the Pointe de la Croisette lies the archipelago of the Lérins.

Hotels (mostly closed in summer). Hôtels de luxe: CARLTON (Pl. e; D, E 3), Boul. de la Croisette, 300 R.; GALLIA (Pl. j; E 2), Boul. de Montfleury, 200 R., R. 60, L. 30, D. 35, pens. 120 fr.; ESTÉREL, BEAU-SITE, 250 R., Route de Fréjus (W.; map p. 168); GRAND-HÔTEL (Pl. b; D 3), Boul. de la Croisette, 160 R., CONTINENTAL (Pl. o; A 2), Boul. Guynemer, 150 R., BELLEVUE (map p. 168), Route de Fréjus, 150 R., R. from 35, L. 25, D. 28, pens. from 75 fr.; DU PARC (map p. 168), Route de Fréjus, 146 R., R. 60, L. 22, D. 25, pens. 80 fr.; CALIFORNIE, Chemin de Californie (300 ft.), 250 R., R. 60, L. 28, D. 30, pens. 100 fr.

Other first class hotels: BEAU-SÉJOUR, Boul. Beau-Séjour (E.; map p. 168), 130 R., BRISTOL (Pl. i; C 1, 2), N. of the station, DU PAVILLON (Pl. p; A 3), Rue Georges-Clemenceau, 120 R., DES PINS (W.; map p. 168), Boul. Alexandre III, SUISSE, Rue du Cercle-Nautique (Pl. D 3), R. 25, L. 18, D. 20, pens. from 60 fr.; ROYAL (Pl. h; D 3), Boul. de la Croisette, L. 14, D. 16, pens. 40 fr.; GONNET ET DE LA REINE (Pl. d; D 3), Boul. de la Croisette, GRAY ET D'ALBION (Pl. c; D 2), Rue d'Antibes, 150 R., MONT-FLEURY (Pl. k; E 2), Boul. de Montfleury, 150 R., R. 25, L. 22, D. 23–30, pens. 60–75 fr.; ST-CHARLES & WINTER PALACE (Pl. n; E 3), Boul. Beau-Séjour, 100 R., garden, SPLENDID (Pl. k; E 2), Allées de la Liberté, R. from 23, L. 16, D. 18, pens. 55 fr.

Less expensive: COSMOPOLITAIN, Rue d'Antibes (Pl. C, D 2), R. 25, L. or D. 15, pens. 50 fr.; TERMINUS, Rue du Maréchal-Foch (Pl. C 2), all the year, VICTORIA, 100 Rue d'Antibes (Pl. D 3), WINDSOR (Pl. m; E 2), Av. Windsor, R. 20, L. 15, D. 16–18, pens. from 50 fr.; ALEXANDRA, 69 Boul. Carnot (beyond Pl. C 1); ALSACE-LORRAINE, Rue d'Oxford, ST-NICOLAS (Pl. D 1), AZUR-EDEN, Boul. Carnot (Pl. C 1, 2), BEAU-LIEU, Chemin des Vallergues (N.W.; map p. 168), HÔTEL DES PRINCES ET DES PALMIERS, 53 Rue Georges-Clemenceau (Pl. A 3), R. 15, L. 12–15, D. 14–18, pens. from 35 fr.; AUGUSTA, 1 Rue du Canada (Pl. E 3), DES ÉTRANGERS, Place de la Gare (Pl. C 2), DU LUXEMBOURG, 102 Rue d'Antibes (Pl. D 3), ST-NICOLAS, Rue d'Oxford, R. 12, L. or D. 10, pens. from 25–35 fr.; BEAU-SOLEIL, Boul. Carnot (Pl. C 1, 2), CASTELFLOR, Place du Commandant-Maria, DES NÉGOCIANTS ET DES COLONIES, opposite the station, all the year, DE LA NÉVA, Rue de la Colline (in Pl. B 2), DES ORANGERS, 75 Route de Fréjus (W.; map p. 168), RÉGINA, Route d'Antibes (E.; map p. 168), RICHELIEU-INTERNATIONAL, 45 Rue Maréchal-Gallieni, ST-MAURICE, Boul. d'Alsace and Route d'Antibes (Pl. E 3), R. from 10, L. 10, D. 12, pens. from 25–35 fr.

Hotels at *Le Cannet,* see p. 168.

Hôtels Meublés. *Pavillon-Royal,* Boul. de la Croisette (Pl. C, D, E 3, 4), *Européen,* R. 14, L. 12, D. 15 fr., *de Lyon et Nouvel-Hôtel,* both opposite the station; *Touring Hôtel,* 9 Rue Hoche; *des Voyageurs,* Rue du Maréchal-Pétain.

Pensions (with gardens). *Du Belvédère,* Chemin du Prince-de-Galles (Pl. D 1), pens. 25 fr.; *des Chênes,* Route d'Antibes, pens. 30 fr.; *La Garde,* Chemin de Vallauris (Pl. D 1), English, pens. from 30 fr.; *Donat-Rose,* Av. Be-Air; *Jolimont,* at Le Petit-Juas; *es Orangers,* 76 Route de Fréjus; *Family-Hôtel Mèche,* 80 Rue Clemenceau; *St-Maurice,* Boul. d'Alsace; *Wagram,* 106 Route d'Antibes (Pl. E 3), etc.

Restaurants. At the hotels. Also: *De la Réserve,* Boul. de la Croisette, *des Ambassadeurs,* at the Casino, both good but not cheap; *Maxim's,* Rue des Serbes; *des*

Négociants, Place de la Gare; *Regent's Tavern*, Rue du Maréchal-Pétain; *Taverne Royale; de Vaucluse*, Rue Venizelos, opposite the station; *Ristorante Italiano*, 21 Rue Hoche; *Edouard-VII*, opposite the statue of Edward VII (Pl. C 3).—CONFECTIONERS. *Rumpelmayer*, Boul. de la Croisette; *Nègre*, 20 Rue d'Antibes; *Maiffret*, 47 Rue d'Antibes; etc.

Post Office (Pl. C 2, 3), Rue Bivouac and Rue Notre-Dame.—SYNDICAT D'INITIATIVE, at the Hôtel de Ville (Pl. B 3).—TOURIST AGENCIES. *Thos. Cook & Son*, 3 Rue Maréchal-Foch; *Andrau*, 10 Rue des Belges; *Sleeping Car Co.*, 46 Rue d'Antibes; *Duchemin*, 42 Rue d'Antibes.—HOUSE AGENTS (season Oct.–May), *Taylor, Agence des Hivernants, Riviera-Agence*, Nos. 7, 1, & 15 Rue Maréchal-Foch; *Clark*, 5 Rue Félix-Faure; *Andrau, Bersot, Boulingue, Société Regional*, Nos. 10, 3, 15, & 2 Rue des Belges.

Banks. *Banque de France*, 19 Rue des Belges; *Comptoir National d'Escompte, Crédit Lyonnais, Société Générale*, Nos. 58, 33, & 12 bis Rue d'Antibes; *Barclay's*, 7 Rue Maréchal-Foch; *Lloyd's*, Place des Iles.

Conveyances. CABS. The town is divided into four zones by circles drawn at about 1 km., 3 km., and 5 km. from the station. *Horse-cabs* (2 pers.), 1st zone 3 fr., night 5 fr.; 2nd 5 fr., 7 fr.; 3rd 7 fr., 9 fr. and 1 fr. for return. By the hour 8 fr., night 10 fr.—*Taxis:* 1st zone, 10 fr., night 12 fr.; 2nd, 15 fr., 20 fr.; 3rd 30 fr., 35 fr.—TRAMWAYS (till 8 p.m.) run from the Hôtel de Ville (Pl. B 3) W. to *La Bocca* (70 c., 35 c.) and *Mandelieu* (2 fr. 10, 1 fr. 5 c.); N. to *Le Cannet* (55 c., 90 c.); E. to *Golfe-Juan* (70 c., 35 c.) and *Antibes* (2 fr. 10, 1 fr. 5 c.).—OMNIBUSES run to *Grasse, Mougins* and *Valbonne, Pégomas, Auribeau*, and *Thorenc* (in summer).—AUTOCARS ply in the season at frequent intervals to *Nice* and *Grasse* (20 fr.) and make afternoon excursions to *La Californie* (10 fr., visiting Vallauris pottery), *Cap d'Antibes* (15 fr., visiting the Villa Eilenroc), and to the *Grottes of St-Cézaire* (25 fr.).—Amongst longer autocar excursions are those by the *Corniche d'Or* and the *Estérel*, returning by Les Adrets (30 fr.); the *Gorges du Loup* viâ Antibes, returning viâ Grasse (35 fr.); *Mentone* viâ the Grande-Corniche and La Turbie, returning viâ Beaulieu (45 fr.).—STEAMERS from the Jetée Albert-Edouard (Pl. C 3) for the *Iles de Lérins* (6 fr.) at 10 a.m. and 2 p.m.—MOTOR BOAT or sailing boat to the Iles, c. 40–50 fr.

Consulates. *British Vice-Consul*, J. G. Taylor, 10–12, 7 Rue Maréchal-Foch; *Italian Consul*, 2 Rue Molière.

English Churches. Anglican: *St. Paul's*, Boul. d'Italie (¾ m. N. of the station); *Christ Church* (Pl. A 3), Route de Fréjus; *Holy Trinity* (Pl. E 3), Rue du Canada; *St. George's*, at La Californie. Services on Sun. at 8 or 8.30, 10.30 or 11, and 3. Presbyterian: *St. Andrew's*, Route de Grasse, Sun. 10.30.

English Physicians. *Dr. E. W. Ginner*, 42 Rue Georges-Clemenceau; *Dr. Warden*, Villa Marthe, Quartier Beau-Séjour.—ENGLISH HOSPITAL, Sunny Bank, Chemin du Petit-Juas.

Clubs. *Cercle Nautique*, Boul. de la Croisette (in winter); *Cercle de Cannes*, Allées de la Liberté; *Cercle du Casino Municipal*, Boul. de la Croisette (in winter).

Amusements. CASINO MUNICIPAL (Pl. C 3; open Dec.–May 15th), with theatre, gaming-rooms, ball-room, restaurant, etc.; adm. 3 fr., season-tickets 117 fr., for a month 69, incl. adm. to gaming-rooms 120 fr., 75 fr.—THEATRES. At the *Casino* (see above); *Casino de Cannes*, 5 Rue des Belges; *Olympia*, 67 Rue d'Antibes.—CINEMAS. *Majestic*, 5 Rue d'Antibes, *Modern-Union*, 6 Rue du Maréchal-Pétain; *Riviera*, 50 Rue Félix-Faure; *Star*, 82 Rue d'Antibes.—CONCERTS. Symphony concerts at the Casino daily (classical music on Fri.). Municipal Orchestra in the Esplanade des Alliés at 10 a.m. on Tues., Wed., Thurs., & Sat.; in the Allées de la Liberté at 2 p.m. on Sun.—*Tennis* and *Croquet*, Rue Lacour (beyond Pl. E 3) and in the grounds of several hotels (international competitions).—*Polo* and *Aviation* grounds at Mandelieu (p. 151).—GOLF at La Napoule (p. 151).—HORSE RACES on the Plaine de la Napoule in Jan. and Feb.—REGATTAS in spring and summer.—BALLS and fêtes at the Casino, battles of flowers; exhibitions, etc., during the season.

History. Cannes, though a place of ancient foundation, identified by some with the Græco-Ligurian *Ægnita* and the Roman *Castrum Marsellinum*, was long merely an insignificant dependancy of the abbots of Lérins. In 1763

Tobias Smollett found it "a little fishing town, agreeably situated on the beach of the sea." Its 'second founder' was Lord Brougham, Lord Chancellor of England, who on his way to Nice in 1834, was prevented from crossing the then Italian frontier on account of cholera. Charmed by the beauty and salubrity of Cannes he forthwith took up his abode there, built a villa (on the Route de Fréjus, W. of the town) which he named after his daughter Eleonore Louise, and died there in 1868. Cannes, thus brought into notice, has developed into the favourite and fashionable resort of to-day.

The tramway from La Bocca to Antibes traverses Cannes from W. to E., following the Rue Félix-Faure, at No. 22 in which Louis Blanc (1811–82) died, and its continuation, the Rue d'Antibes, with its enticing shops. It skirts the **Allées de la Liberté** (Pl. B 3), with its trees and fountains, overlooking the harbour and famous for its morning flower-market. The statue of Lord Brougham (1778–1868), by Liénard, with verses by Stéphen Liégeard, near the E. end, testifies to the gratitude of Cannes. At the W. end is the *Hôtel de Ville* (Pl. B 3), on the upper floor of which is the *Musée Rothschild* (open on week-days 9–12 & 2–5; closed in Aug.), of paintings, engravings, and sculptures, and a museum of natural history, including an almost complete collection of the flora of the Alpes Maritimes. Steep streets and flights of steps lead up from the Place de l'Hôtel de Ville to the highest part of the old town, where, in the Place de la Castre, rises the church of *Notre Dame-de-l'Espérance* (Pl. A 3), completed in 1648. Behind the church are an ancient little Romanesque chapel and the **Tour du Mont-Chevalier** (70 ft.), built in 1070–1385, and commanding a splendid *View. The adjoining *Musée Lycklama* (open on week-days 9–12 & 2–5; closed in Aug.) contains Greek, Babylonian, and Egyptian antiquities, Roman vases, Oriental furniture, etc., besides antiquities found in the vicinity of Cannes and local curiosities.

The harbour is bounded on the E. by the *Jetée Albert-Edouard* (Pl. C 3; 1904), named in honour of Edward VII of England who, when Prince of Wales, frequently visited Cannes. Near its beginning is the magnificent and luxuriously fitted **Casino Municipal** (Pl. C 3). Eastwards along the shore from this point runs the handsome ***Boulevard de la Croisette** (Pl. C, D 3, E 4), the fashionable forenoon lounge of Cannes, separated from the sea by a broad strip of sand and flanked on its landward side by a succession of handsome villas and sumptuous hotels. On the right, opposite the Rue des Belges, it passes a statue of Edward VII, by Denys Puech and Daumet (1912), with bas-reliefs of a battle of flowers and the start of a yacht-race; on the left, farther on, the new and original Galeries Fleuries (1924), with their shops. We follow the boulevard, passing the fashionable *Cercle Nautique* (Pl. D 3) and the Boul. Alexandre-Trois (map, p. 168), which leads to the left, under the railway, to the Villa Louise-Ruel (now an institution for soldiers blinded in the War) and the Russian church. Still skirting

the sea, we pass the Restaurant de la Réserve (W.) and the Garden of the Hesperides (l.), with its stadium, and at the Place du Masque-du-Fer (with a small fort of 1635) reach the extremity of the *Pointe de la Croisette*, renowned for its *View. The roads rounding the point rejoin the Antibes road c. ¾ m. farther on, and the return to Cannes may be made by tramway.

The spacious Boulevard Carnot (tramway) leads due N. from the station to (1¼ m.) **Le Cannet** (**Hôt. de la Grande-Bretagne*, of the 1st class, L. 20, D. 22, pens. 60 fr.; *Stella; Carnot; Astoria*, pens. 30 fr.; *des Anges; Pens. Reine-des-Prés, Pens. Rachel*, etc.), a perfectly sheltered part of Cannes, preferred by visitors who wish to be at some distance from the sea. The father of Victorien Sardou, the dramatist, was born at Le Cannet, and Mme Rachel (1820–58), the tragic actress, died here in the Villa Sardou. Near the old church is the 12th cent. *Tour des Dany*, wrongly called *Tour du Brigand*, and in the old village is the *Tour des Calvis*, built by the monks of Lérins for its defence. The summit of the *Pezon* (852 ft.; view) may be reached in ½ hr. from the tramway terminus.

To the N.E. of Cannes rises **La Californie** (map, p. 168), a hill (764 ft.) crowned with an observatory and commanding a magnificent *View. The ascent (c. 1 hr. on foot; carr. there and back 3–4 hrs., with ½ hr. stay) is usually made viâ the Boul. Mont Fleuri and the Boul. des Pins, in which a fountain and marble column commemorate the youngest son of Queen Victoria of England, Leopold, Duke of Albany, who died at Cannes in 1884. The return may be made by the new Chemin de St-Antoine and the Chemin de Californie, passing *St. George's Church*, another memorial to the Duke of Albany.

From Cannes to the Iles de Lérins, motor-launch (6 fr.) daily at 10 a.m. and 2 p.m. from the Jetée Albert-Edouard; motor boat or sailing boat, 40–50 fr. Visitors who take the morning boat to St-Honorat may return with it to Ste-Marguerite, lunch there, and regain Cannes by the afternoon boat. The convent of St-Honorat is open to men only (on Sun. by special permit only).—The **Ile Ste-Marguerite** (*Restaurant de la Potinière*, good), the *Lera* of the ancients, the larger of the two chief islets (c. 2 m. long, ½ m. broad), lies c. ¾ m. off the coast. In the *Fort*, built by Richelieu and altered by the Spaniards and by Vauban, is shown the bare cell in which the 'Man in the Iron Mask' (d. 1703 in the Bastille) was imprisoned by Louis XIV for 11 years (1687–98). The mystery of this unfortunate (whose mask was of silk or velvet, not of iron) is still unsolved. Many authorities identify him with Count Mattioli, who had bitterly mortified the Duke of Mantua, his master, and Louis XIV by revealing certain secret negotiations; while other theories (quite discredited) have made him a twin brother of Louis XIV, an illegitimate son of Anne of Austria, a bastard of Louis XIV, and even a son of Oliver Cromwell. Marshal Bazaine (1811–88), who surrendered Metz to the Germans in 1870, was interned here in Dec. 1873, but escaped in June 1874 by descending from the ramparts to a boat which conveyed him to Spain.—The *Ile St-Honorat (small restaurant), the Roman *Lerina*, though smaller (c. 1 m. by ¼ m.) is more interesting. The convent, founded here in 410 by St. Honoratus (among whose followers is said to have been St. Patrick), rose to high fame in the 6th cent., and is said to have had 3700 monks in 690; but it afterwards declined under the attacks of pirates and other foes. The Spaniards seized it in 1524, and Francis I, captured at Pavia in 1525, spent a night here on his way to Madrid. The monastery is now occupied by Cistercians, who have rebuilt the church on the old lines. The garden contains some sculptured fragments, and adjoining are the interesting old Romanesque cloisters. On the S. coast of the island stands the picturesque old **Castle*, built in 1088 and restored in 1190 and in the 14th cent., practically a fortified monastery, to whose confined quarters the community retreated in a body on the approach of pirates. The interesting interior was somewhat altered by the actress Mlle Alziary de Roquefort, known as Sainval, who acquired it as a residence in 1791. Remains of several ancient chapels linger on the shores of the islet.

Other excursions from Cannes may be made to *Vallauris* (p. 152), *Antibes* (p. 152), *Pégomas*, *Auribeau*, and in the little known *Massif du Tanneron*, to the W.; to which may be added the excursions described under Grasse (pp. 117,

Grasse
A
B
1
2
3
4
PETIT JUAS
VALERGUES
Ruisseau du Riou
LE RIOU
Asile Evangélique
Réservoir
Palais de Justice
Route de Grasse
Bd Guynemer
Egl. Réformée
Pont Romain
PL. DU PTROMAIN
COLLÈGE STANISLAS
Ecole
Chapelle des Gardes
Bd Vallombrosa
SQUARE MÉRO
Chapelle St Joseph
Boulevard de la Ferrage
Rue Grande
PL. DU MARCHÉ
Chapelle de la Miséricde
Hôtel de Ville
ALLÉES DE LA LIBERTÉ
Musée Biblioth.
Mont aux Morts
Mont Leduc
CASINO
R.N.7
Christ Church
HÔPITAL CIVIL
Remparts
Tour Horloge
N.D.d'Espérance
Chapelle Tour du Mt Chevalier
Belvédère
Musée Lycklama
PORT
SQUARE BROUGHAM
Boulevard Jean Hibert
Bains de Mer de la Belle Plage
Les Flots Bleus (Bains)
Quai St Pierre
Jetée Albert Edouard
Phare
Jetée abri
Feu rouge
CANNES
Mètres
0 100 200 300
Scale of Yards
0 100 200 300
Tramways
Fréjus Estérel et Toulon
la Bocca
R.N.7
Bd Felix Faure
Rue Félix Faure
Rue Le Broutgham
R. Mal Joffre
BOULEVARD CARNOT
Caiss d'Epa
N.D. de Bon
d'I
D

12-29 Imp. Dufrénoy. Paris.

172): to *Castellane* and the *Gorges of the Verdon*, to *Digne*, to the *Gorges du Loup*, etc.

From Cannes to *St-Raphaël* by the Corniche d'Or, see p. 164; to *Nice*, *Monte Carlo*, *Mentone* and *Ventimiglia*, and to *Toulon* and *Marseilles*, see Rte. 21.

From Cannes to Grasse

A. By Railway, 12½ m. (20 km.), in c. ¾ hr. (6 fr. 15, 4 fr., 2 fr. 55 c.); best views on the right. We diverge from the main P.L.M. line at (1⅞ m.) *La Bocca* (p. 152) and ascend N.W., with the Tanneron on the left and the Croix-des-Gardes on the right.—3½ m. *Ranguin*.—5½ m. *Mougins*, a village 2½ m. E., has old walls and a fortified gateway.—7½ m. *Mouans-Sartoux* (Hôt. de la Paix), has pretty fountains and an old castle (16th cent.).—9⅝ m. *Plan-de-Grasse*; 10½ m. *St-Mathieu*.—12½ m. *Grasse* (P.L.M.; 700 ft.), 1½ m. below the town, to which a funicular (see below) and a tramway ascend.

B. By Tramway, 11 m. (18 km.) in 1½ hr. (3 fr. 65, 2 fr. 80 c.) from the Jetée Albert-Edouard. The road, diverging to the left from the Boul. Carnot beyond the bridge over the railway, ascends to the N. in zigzags, with Cannes long in sight behind us.—4½ m. *Les Baraques*, ½ m. W. of Mougins (see above). On the right diverges (5 m.) the road for Antibes (p. 152).—6 m. *Mouans-Sartoux* (see above).—In another mile or so we cross the Mourachons and begin to mount the Grasse hills. At (8½ m.) *Les Quatres-Chemins* a road to Auribeau diverges on the left. We cross the railway from Draguignan (p. 149).—18 m. *Grasse*.

GRASSE (1060 ft.; 12,445 inhab.), well known for its manufactures of perfumery and noted as the birthplace of Fragonard, is a popular winter resort, charmingly situated on the S. slope of the Roquevignon, in full view of the sea. The picturesque old town, a tangle of narrow and winding steep streets, sometimes ascending in steps, with occasional little tree-planted 'places,' has been practically unchanged since the 18th cent., and a day is better spent in its exploration than in a visit to a soap-factory or perfume-distillery to which so many tourists are diverted. The villas of the modern quarters extend on the E. and W., and at the foot of the hills lie fields of violets, jonquils, roses, mignonette, jasmine, and tuberoses, more formally laid out than suits the fragrant names of the flowers.

Railway Stations. *P.L.M. Station*, 1½ m. S. of the Cours by the winding road (tramway), 600 yds. (3 min.) by the funicular (see p. 170). *Gare du Sud-France*, for Nice, Draguignan, and Meyrargues, 1 m. E. of the Cours, by the same winding road.

Hotels. Grand-Hôtel, 130 R., Av. Victoria; Victoria, Av. Riou-Blanquet, Oct.–June, R. 12, D. 18 fr.; Belvédère, Av. St-Hilaire, R. 8, D. 16, pens. 35 fr.; Bellevue, Av. Riou-Blanquet; Beau-Soleil, Boul. Crouet, R. 8, D. 12, pens. 25 fr.; Muraour et de la Poste, 11 Boul. du Jeu-de-Ballon, R. 10, D. 10, pens. 28 fr.; des Négociants, Boul. du Jeu-de-Ballon, R. 7, D. 8, pens. 21 fr.—Pensions. *Mariquita*, at Magagnosc, *Mirasol*, *Noverraz*, Boul. Victor-Hugo, Nos. 39 & 37; and several others at Magagnosc.

Restaurants. *Casino Municipal*; *Brasserie Moderne*, Place du Cours; *Bar Américain* and *Brasserie Anglaise*, Boul. du Jeu-de-Ballon.

Post Office, Place Neuve.—Syndicat d'Initiative, 12 Rue du Jeu-de-Ballon.—House Agents, *Grasse Agence*, 19 Rue du Comte-de-Grasse; *du Littoral*, Place de la Foux; *Agence des Alpes-Maritimes*, Boul. du Jeu-de-Ballon; etc.

Tramways run to the P.L.M. station (70 c., 50 c.); from the P.L.M. station to *Cagnes* (6 fr. 20, 4 fr. 25 c.); and to *Cannes* (see above).—Autocars run at frequent intervals to Cannes and, in winter, twice daily to Nice.—Omnibuses run to *St-Auban*, viâ St-Vallier, Caille, Séranon, and Le Logis-du-Pin; to *St-Cézaire*, viâ Cabris; and (June–Oct.) to *Thorenc*.

English Church (*St. John's*),

Avenue Victoria; services on Sun. at 8.30, 10.30, and 3.

Amusements. *Casino*, with theatre, gaming-rooms, restaurant, etc., in the Cours; *Olympia-Casino*, and *Théâtre*, Boul. du Jeu-de-Ballon.—*Tennis*, Boul. Emile-Zola; *Golf*, Pré-du-Lac.—Balls, battles of flowers, and flower shows are held here.

History. Grasse, founded by Crassus (1st cent. B.C.), according to some, by a colony of Sardinian Jews (6th cent.), according to others, early rose to commercial importance and, though sacked by the Saracens in the 9th cent., was an independent commune in the 12th century. In 1243 the bishopric of Antibes was transferred to Grasse. Grasse was the birthplace of the Provençal poet Bellaud de la Bellaudière (1532–88), "lou premie de nouestrei poueto mouderne"; of the Comte de Grasse (1723–88), a hero of the War of Independence in America; and of Jean Honoré Fragonard (1732–86), the painter.

SPECIALTIES. Perfumery, scented soap, etc., are the chief products of Grasse. There are 36 perfume distilleries in the town, and on an average 1900 tons of roses, 2300 tons of orange flowers, and 1400 tons of jasmine are annually consumed. Visitors are admitted to the perfumeries of *Bruno-Court*, Rue des Cordeliers, *Molinar*, Boul. Victor-Hugo, and *Muraour*, near the P.L.M. station. Crystallised flowers in sugar, crystallised fruit, and olive oil are likewise specialties of Grasse.

The **Promenade du Cours**, the main centre of Grasse, with the *Casino* and a noted *View, is reached from the P.L.M. station by the funicular (3 min.), by a steep short-cut for walkers (20 min.), or by the zigzag road (1½ m.) followed by the tramway, which passes a little S. of the Gare Sud-France and gains the esplanade viâ the Boul. Fragonard beyond the public park with a bust of Fragonard. The direct route from the Sud-France station leads by the Avenue Chiris and the Place Neuve (see below), and thence through the old town.

The Boul. Victor-Hugo leads W. from the Cours to the new *Hôpital du Petit-Paris* (donation expected), in the chapel of which visitors are shown three early *Paintings by Rubens (Rome; 1601) and three excellent works attributed to Natoire.—In the opposite direction (E.), above a square with a good statue of Fragonard, by A. Maillard, the Boulevard du Jeu-de-Ballon (tramway to Cagnes), the chief thoroughfare in Grasse, leads E. from the Cours, passing the *Theatre*, and is continued by the Avenue Thiers and the Avenue Victoria, the favourite quarter of winter visitors.

To visit the OLD TOWN we follow the Rue du Cours, diverging S.E. from the Boul. Fragonard, to the Rue Droite, which runs through the middle of old Grasse. Thence the Rue Gazan leads (r.) to the *Hôtel de Ville*, once the bishops' palace, in which is the library (10–12 & 2–4), with interesting MSS. and paintings. Adjacent is a Romanesque tower (11th cent.), with a tablet commemorating Bellaud de la Bellaudière (see above). Close by is the **Church** (the former cathedral), a heavy building of the 13th cent., with a main doorway and two crypts hewn in the rock on Vauban's designs. Behind the high altar are Christ washing the Disciples' feet, by *Fragonard*, and an Assumption by *Subleyras*, and in the choir (to the right) an interesting triptych of the 15th cent.

of the Nice School. The Rue Droite, passing near the market-place, is prolonged by the Rue Charles-Nègre, whence the Rue de la Vieille-Boucherie and the Rue de la Porte-Neuve descend (r.) to the Place Neuve, with the *Post Office*. In the Boul. Fragonard, which begins here, is the former mansion (1771) of the Marquise de Cabris, sister of Mirabeau, now housing the **Musée Fragonard** (adm. 2 fr.; open daily 2–4, except Mon.). This interesting local collection includes original drawings by Fragonard, paintings by Marguerite Gérard (1762–1837), his sister-in-law and pupil, and by Evariste Fragonard (d. 1850), his son; furniture; Fragonard's paint-box; souvenirs of Mirabeau and of the Marquis de Cabris; also 30 paintings by Granet and 3 water-colours by Merimée.

From Grasse to Thorenc, 22 m. by the direct road (followed by the motor-service from Cannes), 31 m. by the road viâ Séranon (followed by the motor-service from Grasse). Both routes diverge to the right from the road to Castellane (see below).—**Thorenc** (*Grand-Hôtel des Alpes; Grand-Hôtel; Pens. Beau-séjour; Pens. des Pins*), situated in a valley amid pine-woods, is a pleasant and quiet summer resort, with a cool climate and good hotels. Many attractive excursions may be made in the neighbourhood.

An autobus plies daily from Grasse to (10 m. W.) **St-Cézaire** (*Hôt. de la Siagne*), a village which preserves a mediæval aspect, with its towers and gateway, its ruined castle, its ancient cemetery chapel, and old houses. In the Mairie is a fine Roman sarcophagus. The Grotte Dozol (adm. 1 fr.), 1¼ m. N.E., and other interesting caverns may be visited and the pretty valley of the Siagne may be explored.

From Grasse to Castellane and Digne, 73 m. (118 km.), a S. stage of the 'winter Route des Alpes,' an alternative to the main Route (p. xxviii). The picturesque road, with several steep ascents and descents, reaches the height of 3835 ft., but though snow is frequent traffic is never blocked. In summer an autobus plies from Grasse to Castellane.—From Grasse the road, with beautiful retrospective views, mounts in numerous loops to (5¾ m.) the *Col du Pillon* (2275 ft.).—7½ m. *St-Vallier-de-Thiey* (Hôt. du Nord), visited in summer, has a monument with a bust of Napoleon, who passed this way on his return from Elba. On the right diverges the direct road for Thorenc (15 m.; see above).—18½ m. *Escragnolles* (Hôt. Ollivier). From the summit level (3835 ft.), c. 3 m. farther, the road rapidly descends to the picturesque *Clue de Séranon*, where another road diverges (r.) for Thorenc.—27½ m. *Le Logis-du-Pin* (3280 ft.; Hôt. Bonnome-Bains) is a modest little summer resort in fine scenery, beyond which a short steep climb brings us to (35 m.) the *Col de Suans* (3476 ft.).—40 m. (64 km.) **Castellane** (2372 ft.; *Hôt. du Levant; du Commerce*), a little town (1175 inhab.) on the Verdon, lies at the foot of a splendid crag, nearly 600 ft. high, crowned by the chapel of Notre-Dame-du-Roc (1703). It resisted sieges by Charles V in 1536, by Lesdiguières in 1586, and by the Imperial troops in 1746–47, and still retains its walls and towers of the 14th century. The old church of St-Victor, though mainly Romanesque, shows an early attempt at Gothic vaulting (13th cent.). A road runs N.E. from Castellane to join the Nice–Digne road at St-Julien (p. 191), going thence viâ St-André-de-Méouilles to strike the short Route des Alpes at Thorame-Haute (p. 192; 18½ m.). The road from Castellane to (37 m. S.) *Draguignan* (p. 149) threads the fine gorges of Chasteuil and Châteaudouble, between which (20 m.) is the charming village of *Comps* (Hôt. Bain), with a 13th cent. church resembling that at Castellane. From Castellane to *Riez* and the *Gorge du Verdon*, see p. 172.

Beyond Castellane a series of steep and abrupt zigzags ascends to (45 m.) the *Col de Lèque* (3765 ft.), whence we descend almost as rapidly.—Passing (46 m.) *Taulanne* we traverse the picturesque defile of St. Pierre. On the right rises Mont St-Vincent (5023 ft.).—51 m. *Senez*, the ancient Sanitium, has an old church, formerly a cathedral, resembling Notre Dame at Digne and completed in 1203. It contains two 17th cent. altar-pieces and some

ancient tapestries.—We cross the Asse by an ancient bridge, and at (54½ m.) *Barrême* strike the road from Nice to Digne, see p. 192.—73 m. *Digne*, see p. 192.

From Grasse to Castellane and Riez, 77 m. (124 km.), autocar in summer. To (40 m.) *Castellane*, see p. 171.—The narrow and winding road beyond Castellane affords a general idea of the gorges of the Verdon, but the Grand Cañon can be adequately seen only by descending into it from La Palud or other points (comp. below).—From Castellane the road runs E., diverging to the right from the road to Draguignan (see p. 171) at (47½ m.) the *Pont de Soleils* (Inn) and going on to (48½ m.) the *Pont de Caruéjan*. At 50½ m. a road branches off to the right for the village of *Rougon* (1¾ m.), noted for its fossil deposits, whence the *Mourre de Chanier* (6336 ft.) may be climbed in 3 hours. To the left from the road-fork a path leads in 6 min. to the Pont Sublime, commanding an extraordinary *View of the entry to the Grand Cañon, into which another path descends, 70 or 80 yds. farther on.—55½ m. *La Palud* (Hôt. Turrel; guides) is the best starting-point for a visit to the ***Grand-Cañon du Verdon**, one of the most remarkable natural features of the Provençal Alps, wilder and narrower than the Gorges du Tarn. The swiftly flowing Verdon has here hollowed out a long series of profound gorges, in places 2300 ft. below the plateau, in the soft Jurassic stone. Good guides with ropes are needed for any considerable exploration of the cañon. The usual excursions from La Palud are those to the *Vallon de Mainmorte*, *La Maline*, and the *Pas d'Issane* (7–8 hrs.), to the *Jas d'Aire* and the *Promontoire de la Mescla* (7–9 hrs.), or to the top of the *Collet-Barris* (5125 ft.), affording a splendid general view (2½ hrs.).—From (60 m.) the small farm of *Mayreste* another path descends into the gorge. Farther on (63½ m.) we reach a point from which we obtain a magnificent *View of the striking cañon. We traverse the lower gorges of the Verdon before reaching (67 m.) **Moustiers-Ste-Marie** (2130 ft.; *Hôt. Belvédère*), named from a monastery founded in 432, with its steep arcaded streets and quaint old houses clinging picturesquely to the sides of a defile, down which the Rioul descends in cascades. Stretched across the defile is an iron chain (240 yds. long), from which hangs a gilded star, said to be the votive offering of a Chevalier de Blacas, and immediately below is an ancient chapel (rebuilt in the 12th cent.) ascribed to Charlemagne. The **Church* is a notable Romanesque structure with a Gothic choir (12–13th cent.). A curious old tomb-relief at the *Mairie* represents the Passage of the Red Sea. Moustiers fayence of the 17th and 18th cent. is now highly prized.—The road descends, then ascends again to cross the *Col de Segriès* (2350 ft.) to *Roumoules*, a village noted for truffles.—77 m. (124 km.) **Riez** (1726 ft.; *Hôt. des Alpes*), the ancient *Albece Reiorum Apollinarium*, is a decayed episcopal town, preserving four graceful Corinthian *Columns;* a baptistery of the 6th or 7th cent., known as the **Temple* or *Panthéon* (key at the Mairie); and some remains of its mediæval walls and gates. From Riez to *Manosque*, see p. 143. Motor-car services in summer to *Digne*.

From Grasse to *Draguignan*, see p. 149; to *Nice*, see p. 181.

24. NICE AND ITS ENVIRONS

NICE (125,756 inhab.), in Italian *Nizza*, the chief town of the department of the Alpes-Maritimes and the seat of a bishop, is a large, cheerful, and somewhat noisy town, magnificently situated on the Baie des Anges at the mouth of the Paillon, backed by a crescent of hills, beyond which rises a receding amphitheatre of impressive mountains. Although of no great interest in itself, its delightful winter climate and the ample, not to say luxurious, provision for the accommodation and amusement of visitors attract many thousands of winter residents, and Nice vies with Monte Carlo as the chief pleasure-city of the Riviera. The environs are very beautiful, and its situation, its communications,

LIBRAIRIE HACHETTE

MENTON
Mètres
0 100 200 300
Scale of Yards
0 100 200 300
Tramways
A
B
C
D
E
F
1
2
3
Ste Agnès
Chapelle de l'Annonciade
Sospel
Castellar
Riviera Palace
Winter Palace
Hôtel d'Albion
LES VIGNASSES
Hôtel Montfleuri
Villa Marly
Hôtel des Orangers
TORRENT DU CAREI
LES RIGAUDIS
Hôtel des Iles Britanniques
Hôtel National
LES CHAPPES
COLLÈGE
Hôtel du Louvre
Avenue des Cabrolles
Rue des Gendarmes
GARE
PIGAUTIER
Hôtel Terminus
Hôtel Alexandra
LA CONDAMINE
LAWN-TENNIS
Rue Thiers
Monument Commémoratif
Casinos Municipal
Hôt. de Venise
Hôt. d'Orient
Gd Hôtel Méditerranée Casino
Mr Bennett
Hôt. de Turin
Musée Bibliothèque
Ancien Cimetière
Terrasse
Rue de Rivoli
Rue Partouneaux
Rue Boyer
Rue Thiers
Rue Longue
Rue Trachel
Rue Bellevue
Rue Bellevue Inférieure
Rue Bellevue Supérieure
Rue Ste Claire
Rue Ste Marie
Rue Ste Catherine
Rue Ste Thérèse
Rue Ste Françoise
Rue Ste Marguerite
Rue Ste Madeleine
Rue Ste Agnès
Rue Ste Cécile
Rue Ste Sophie
Rue Ste Anne

and its variety of hotel-accommodation, render Nice an admirable centre whence to explore the Côte d'Azur in both directions or to undertake expeditions among the high mountains behind. The OLD TOWN, the most interesting part of Nice, lies between the Paillon, the Château, and the sea; its labyrinth of narrow streets, picturesque and animated, have something Italian in their general character. The much larger MODERN TOWN, with its spacious promenades on the sea-front, its handsome streets with attractive shops, and its fine hotels and cafés, occupies the flat ground to the W., while on the hills above are opulent villas and more hotels. To the E. are the fashionable *Carabacel* and *Cimiez*, to the W. the less pretentious regions of *St-Philippe* and *Magnan;* to the N. the populous quarters of *St-Maurice*, *St-Sylvestre*, and *St-Barthélemy*. The industrial quarters of *St-Roch* and *St-Riquier* lie on the left bank of the Paillon, N. of the old town, and to the S.E. rise the wooded slopes of *Montboron*, with its rich villas.

PLAN REFERENCES. References with the Roman numeral I (e.g. Pl. I: D 1) refer to the large-scale plan of Central Nice; those with the numeral II (e.g. Pl. II: C 4) refer to the general plan facing p. 182.

Railway Stations. *Gare Principal P.L.M.* (Pl. II: C 4; *Buffet), Avenue Thiers, for main-line trains.—*Gare Sud-France* (Pl. II: C 2), Place Gambetta, for Grasse, Draguignan, Digne, etc.—*Gare de Riquier* (Pl. II: E 3), for slow trains to Ventimiglia.—*Gare St-Augustin* (½ m. W.), for slow trains to Marseilles.—*Gare St-Roch* (Pl. II: E 1, 2), for the line (under construction) to Sospel, Tenda, and Cuneo.—*Hotel Omnibuses* and *P.L.M. Autobuses* (from 4 fr.) meet the principal trains; *Omnibus de Ville* (1 fr., suit-case 50 c.).

Hotels. (many with gardens). Hôtels de luxe and first-class hotels are closed in summer, except when otherwise stated, others are usually open all the year. At the height of the season most hotels are crowded and charges are raised. Rooms with a S. aspect command a premium.

In the Promenade des Anglais (Pl. II: B, C 4). Hôtels de luxe: RUHL ET DES ANGLAIS (Pl. a), 450 R.; *SAVOY-PALACE (Pl. b), No. 3, 250 R., R. 25–100, L. 25, D. 25 fr., *NEGRESCO (Pl. c), No. 37, 550 R., R. from 35 fr.—First class: *WESTMINSTER (Pl. d), No. 27, 200 R., R. 30, L. or D. 20, pens. 70 fr.; WEST END (Pl. e), No. 31, 100 R., R. 25, D. 20, pens. 50 fr.; MEDITERRANÉE (Pl. f), No. 25, L. or D. 20, pens. 60 fr.; ROYAL, No. 23, 100 R., R. 35, L. 20, D. 22, pens. 70 fr.; DE PÉTROGRAD ET DE LA PLAGE, No. 51, 120 R., pens. from 40 fr.—Less expensive: DU LUXEMBOURG, Nos. 5–7, 125 R., R. 20, L. 12, D. 16, pens. 45 fr.; RIVOIR, No. 6, R. 12, pens. 35 fr.—Moderate: MIRAMAR, No. 89; RODNOL-OUGOL, No. 91, with garden.

In the Boulevard Victor-Hugo (Pl. II: B, C 3). First class: *ATLANTIC (Pl. g), Nos. 10–16, all the year, 220 R., R. 25, L. or D. 20, pens. 65 fr.; SPLENDID, No. 50, 200 R., R. 15–30, D. 18, pens. 50 fr.; DES PALMIERS, No. 40, 240 R., R. 20, L. 16, D. 18, pens. 55 fr.; MÉTROPOLE, No. 8, 150 R., R. 15, L. 16, D. 18, pens. 40 fr.; DU LOUVRE, No. 20, 100 R., R. 12, L. 14, D. 15, pens. 35 fr.; QUEEN'S HOTEL, No. 15, 102 R., R. 35, L. 17, D. 20, pens. 60 fr.—Moderate: *GOUNOD, at the corner of the Rue Gounod, pens. 35 fr., with garden; DE LIÉGE, No. 48, R. 15, L. or D. 15, pens. 40 fr., with garden; DE LISBONNE, No. 9, pens. 35 fr., with garden.

In the Boulevard Dubouchage (Pl. II: C, D 3). Moderate: ALEXANDRA, No. 6, 100 R., R. 15, L. 12, D. 15, pens. 35 fr., large garden; ALBION, No. 25, 100 R., pens. 35 fr.; DES EMPEREURS, No. 34, 100 R., R. 20, L. 12, D. 15, pens. 40 fr.; PAVILLON SÉVIGNÉ, No 26, pens. from 30 fr.

On the Quai des Etats-Unis (Pl. II: C, D 4). First class: BEAU-RIVAGE, No. 107, 220 R., R. 18, L. 12, D. 14, pens. 40 fr.; DES PRINCES, No. 1,

R. 15, L. 12, D. 14, pens. 35 fr.—Less expensive: *Suisse, Rue des Ponchettes, 160 R., L. 15, D. 18, pens. 60 fr., with garden.

Between the Boulevards Victor-Hugo and Dubouchage, and the sea (Pl. II: C, D 3, 4). First class: d'Angleterre et de Grande-Bretagne (Pl. h), 4 Place du Jardin du Roi Albert I, all the year, 200 R., R. 30, L. or D. 25, pens. 80 fr.; de France, 8 Av. de Verdun; *Grand-Hôtel (Pl. q), 10 Av. Félix-Faure, 400 R., R. 16, L. 14, D. 16, pens. from 40 fr.; de la Paix (Pl. r), 12 Av. Félix-Faure, 160 R., R. 25, L. or D. 20, pens. 60 fr.; Busby (Pl. i), 36 Rue Maréchal-Joffre; Masséna (Pl. j), 58 Rue Gioffredo, 220 R., R. 12 fr.; Palace, Place Magenta, close by, R. 25, pens. 50 fr.—Less expensive: Grimaldi, Place Grimaldi (Pl. I: B 3), R. 10, L. 12, D. 15, pens. 30 fr., on hydropathic lines; Nice-Palace, R. 35 fr., Concordia, R. 18, pens. 40 fr., Nos. 2 and 12 Rue Eugène-Emmanuel (near the Théâtre des Variétés, Pl. I: B 2); Edward's, 130 R., R. 15, L. 14, D. 16, pens. 35 fr., O'Connor, 250 R., R. 50, L. 16, D. 20, pens. 75 fr., Nos. 22 and 35 Rue Maréchal-Joffre (Pl. I: A, B 2); Baie-des-Anges, 33 Rue de France (Pl. I: A, B 3), R. 10, L. 8, D. 10, pens. 30 fr.; de Rivoli, 47 Rue Pastorelli (Pl. I: C 2), R. 12, L. or D. 10, pens. 30 fr.; du Parc, 18 Rue Alberti (Pl. I: C 2, 3), 150 R., R. 10, L. or D. 12, pens. 30 fr., all the year; de la Poste, 16 Rue Chauvin (Pl. I: C 3), R. 15 fr.—Moderate: Brice, 44 Rue Maréchal-Joffre (Pl. I: A, B 2), R. 15, L. 15, D. 18, pens. 35 fr., with garden; des Etrangers, 6 Rue du Palais (Pl. I: C 3), 200 R., R. 10, L. 8, D. 9, pens. 25 fr.

Near the P.L.M. Station (Pl. II: C 3; I: B 1). First class: *Terminus, 150 R.; Cecil (Pl. II: C 3), 7 Avenue Thiers, 180 R., R. 15, L. or D. 12 fr., all the year; Scribe, 16 Av. Georges-Clemenceau (Pl. I: A, B 1), R. 25, L. or D. 15 fr., pens. 50 fr.; Continental, Place Mozart (Pl. I: A 2), 250 R., R. 25, L. 20, D. 25, pens. 70 fr.—Moderate: Gallia, 15 Av. Georges-Clemenceau (Pl. I: A, B 1), R. 15, pens. 40 fr.; de Bruxelles, 17 Rue de Belgique (Pl. I: B 1), R. 8, L. or D. 6 fr.; St. Gothard et Beau-Séjour, 20 Rue Paganini (Pl. I: B 1), R. 15 fr., all the year; Mirabeau, 15 Av. Malausséna (Pl. II: C 2), R. 7, L. or D. 8, pens. 25 fr.; des Nations, 23 Av. Durante (Pl. I: A 1), R. 10, L. or D. 10, pens. 25 fr.

At Carabacel. First class: Hermitage, 28 Boul. Carabacel (Pl. II: D 3), 125 R., R. 25, L. 25, D. 30, pens. 50 fr.—Less expensive: Beaulieu-Hollande, R. 15, L. 12, D. 14, pens. 35 fr., de Suède, 100 R., R. 12, L. 12, D. 14, pens. 30 fr., Nos. 4 and 42 Av. du Maréchal-Foch (Pl. II: C 3); Carabacel, 7 Av. Desambrois (Pl. II: C, D 3), 100 R., pens. 35 fr.; de Paris, R. 12, L. or D. 14, pens. 35 fr., de Nice, 210 R., R. 20, L. 18, D. 20, pens. 50 fr., Langham, R. 10, L. 18, D. 20, pens. 40 fr., Nos. 4, 28, and 24 Boul. Carabacel (Pl. II: D 3); Merveille, 4 Av. St-Lambert, corner of Rue Mirabeau (Pl. II: C 2).

At Cimiez. Hôtels de luxe: Winter-Palace (Pl. II: l; D 2), with a large garden, 180 R.; Excelsior-Hôtel Regina (Pl. II: m; D 1), 400 R., R. 25, L. or D. 25, pens. 60 fr.; Majestic, above the Av. Desambrois (Pl. II: C 3), 600 R., R. 40, L. 30, D. 35, pens. 100 fr.; Grand-Hôtel de Cimiez (Pl. II: n; D 1), 150 R., R. 25, L. 20, D. 22, pens. 60 fr., with large garden; Riviera-Palace (Pl. II: o; D 2), 200 R., R. 30, L. 30, D. 35, pens. 90 fr.; Alhambra, 36 Boul. de Cimiez, 130 R., R. 20, L. 15, D. 20, pens. 40 fr.—Moderate: English Hôtel, Chemin des Pins, with large garden.

At Le Piol. First class: Impérial, at the Parc Impérial (Pl. II: B 2), 400 R., with garden.—*At St-Philippe.* Astoria (Pl. II: p; B 3), 11 Av. des Fleurs, 150 R., R. 25, L. or D. 20, pens. 60 fr., all the year, with garden.—*At St-Antoine.* Castel Breton, moderate, with large garden, on hydropathic lines; Villa de Repos St-Antoine, moderate, for convalescents.—*At St-Barthélemy* (Pl. II: B 1). St-Barthélemy, moderate, with large garden.—*At Montboron* (beyond Pl. II: E 4). Grand-Hôtel de Montboron, R. 15, L. or D. 20, pens. 35 fr.; La Bonbonnière, Av. Ste-Thérèse, quiet; Villa Les Délices, 16 Boul. du Montboron, quiet.

Hôtels Meublés. First class: *Williams*, 5 Rue de l'Hôtel-des-Postes (Pl. I: C 2), 150 R., R. 15 fr., all the year; *Grand-Palais*, 2 Boul. de Cimiez, also suites of apartments, and good restaurant; *P.L.M. Palace*, 60 Av. de la Victoire (Pl. I: B, C 1, 2); *de Calais*, 2 Rue Chauvin (Pl. I: C 3), R. 10 fr.—Less expensive: *Florence*

3 Rue Paul-Déroulède (Pl. I: B 2), R. 12 fr.; *National*, 64 Av. de la Victoire (Pl. I: B, C 1, 2), R. 8 fr.; *New York*, 44 Av. Maréchal-Foch (Pl. II: C 1), 100 R., R. 15 fr.; *Noailles*, 70 Av. de la Victoire, R. from 10 fr.; *Colbert*, 34 Rue Lamartine (Pl. II: C 2), R. 10, pens. 25 fr.; *Verdun et Lutétia*, 31 Rue de l'Hôtel-des-Postes (Pl. I: C 2), R. 15 fr.; *Lyon-Milan*, 5 Av. Thiers (Pl. I: A 1), R. 8 fr., all the year; *Nouvel-Hôtel*, 19 bis Boul. Victor-Hugo (Pl. I: A, B 2), R. 10 fr.

Pensions are very numerous and generally comfortable. *Cyrnos*, 19 Rue de la Buffa (Pl. I: B 3), from 25 fr.; *Gilbert's*, 14 Rue Pertinax; *Inter-Nos*, 24 Rue de l'Hôtel des Postes (Pl. c; C 2), from 25 fr.; *Marie-Jeanne*, 11 bis Rue Puget (Pl. C 1), R. 5, L. or D. 5, pens. 20 fr.; *Printania*, 1 Place Magenta (Pl. I: B 3), from 20 fr.; *St-Pierre*, 2 Av. des Fleurs, R. 15, L. or D. 10, pens. 25 fr.; *Weyh*, 22 Rue Alphonse-Karr (Pl. I: B 2), R. 15, L. or D. 8, pens. 30 fr.—*Pavillon Azur*, 192 Boul. Carnot, from 26 fr.; *Villa St-Léger*, Cité Villermont, R. 10, L. 8, D. 9, pens. 20 fr.

Restaurants. First class: At the *Casino Municipal*, and at the *Casino de la Jetée; Réserve*, Boul. de l'Impératrice-de-Russie (Pl. II: E 4); *Brasserie Royale*, 10 Av. de la Victoire, *Le Perroquet*, *Maxim*, Av. des Phocéens; *de la Belle-Meunière*, 8 Rue Maréchal-Joffre; *Riviera-Glacier*, 15 Pl. Masséna; *Savoy-Palace*, Promenade des Anglais, with a terrace by the sea; *du Petit-Duc*, 2 Av. Malausséna. —The less expensive restaurants usually exhibit their menus (à prix fixe): *Français*, 3 Av. Malausséna; *de la Plage*, Promenade des Anglais, *Américain*, 3 Rue Maréchal-Joffre; *de Tantonville*, *Rich-Taverne*, *de l'Avenue*, *Marengo*, Nos. 42, 58, 47, and 68 Av. de la Victoire; *de Lyon*, 56 Rue Gioffredo; *à la Cave-de-Falicon*, 2 Rue de la Préfecture; *des Gourmets*, Av. Félix-Faure; *du Bœuf-à-la-Mode*, 1 Rue Paul-Déroulède.—Good and moderate fish restaurants are found on the Quai des Etats-Unis (Pl. I: C, D 4).

Cafés. *Riviera Glacier*, in the arcades of the Casino; *Monnot*, 5 Pl. Masséna; *Brasserie Royale, de Paris, de Tantonville, de Lyon, Rich-Taverne*, all in the Av. de la Victoire (Nos. 10, 18, 42, 33, and 58); *Garden Bar*, 4 Av. des Phocéens; *du Globe*, 36 Boul. Mac-Mahon.

Tea Rooms at the Ruhl and Savoy Hotels, at the Casino, and at the confectioners (see below). Also: *A la Marquise-de-Sévigné*, Av. de Verdun; *London Tea House*, *Scotch Tea House*, Jardin Albert-Premier; *Napolitain*, 25 Av. de la Victoire.—CONFECTIONERS. *Rumpelmayer*, 26 Boul. Victor-Hugo; *Vogade*, *Lapie* (fruit caramels), 1 and 18 Place Masséna; *Minar*, *Weiss*, *Vernet*, 19, 24, and 4 Av. de la Victoire; *Cicheri*, 27 Rue Gioffredo.

Post Office (Pl. I: D 2), Place de la Liberté.—SYNDICAT D'INITIATIVE, 1 Rue Paradis (9–12, 2–7).—TOURIST AGENTS. *Thos. Cook & Son*, 13 Promenade des Anglais; *American Express*, 2 Rue du Congrès; *Bennett's Travel Bureau*, 4 Rue Halévy; *Lubin*, 15 Av. de la Victoire; *Duchemin*, 16 Av. Félix-Faure; *Sleeping-Car Co.*, 14 Av. de Verdun.—HOUSE AGENTS. *Garac*, 1 Rue Garnier; *Générale*, 6 Av. des Phocéens; *Régionale*, 77 Av. Borriglione; *Lattés*, 10 Av. Félix-Faure; *Ruffard*, 37 Boul. Dubouchage; etc.

Banks. *Banque de France*, 101 Quai des Etats-Unis; *Comptoir Nationale d'Escompte*, *Crédit Lyonnais*, *Société Générale*, Nos. 3, 15, and 8 Av. de la Victoire; *Barclay's*, 4 Av. Georges-Clemenceau; *Lloyds*, 6 Jardin Albert-Premier.

Conveyances. CABS. The complicated cab-tariff is shown by the drivers on request. It is suspended on fête-days (carnival, battles of flowers, etc.) and during the horse-races. Taxicabs have two tariffs, one for drives within the city, the other for longer drives.

TRAMWAYS traverse the main streets of Nice and ply along the coast in both directions. Fares within Nice (Lignes Urbaines): one section, 40 c., 25 c., two 50 c., 35 c., three or four, 60 c., 45 c.—Suburban Services (Reseau du Littoral): Nice viâ Villefranche, Beaulieu, and Monaco, to *Monte Carlo* (4 fr. 60, 2 fr. 95 c.); viâ Cagnes station to the *Cap d'Antibes* (5 fr. 10, 3 fr. 80 c.); to *St-André* and *Levens* (twice daily; 4 fr. 60, 2 fr. 95 c.); to *St-André* (1 fr. 5, 70 c.); viâ Contes to *Bendejun* (4 fr., 2 fr. 50 c.); to *Le Pont-de-Peille* (3 fr. 75, 2 fr. 35 c.).

MOTOR OMNIBUSES to *Vence* 5 times daily from the Place Masséna; to *Peira-Cava*; to *Cuneo* viâ Sospel and St-Dalmas; to *Falicon* and *Aspremont*; to *Laghet* and *La Turbie* from the Av. des Phocéens.

Autocars ply regularly in the season, several times daily, to and from *Cannes* and *Monte Carlo*, besides which there are innumerable whole-day and half-day excursion services to points of interest within a wide radius of Nice. Details are furnished by the tourist agencies or by the numerous competing firms.

Steamers to *Corsica*, see Rte. 54.

Consulates. *British Consul*, J. W. Keogh, O.B.E., 95 Rue de France (10–12, 12.30–4.30). *United States Consul*, Rev. O. A. Glazebrook, 35 Boul. Victor-Hugo (9–4; Sat. 9–1); *Italian Consulate*, 72 Boul. de Gambetta.

English Churches. Anglican: *Holy Trinity*, Place Alziary-de-Malausséna (Pl. I: B 3), services on Sun. at 8.30, 10.30, and 5.30; *Christ Church*, 30 bis Av. Notre-Dame (Pl. I: B, C 1), services on Sun. at 10.30 and 3.30; *Holy Spirit* (American; Pl. I: B 2), 21 Boul. Victor-Hugo, services on Sun. at 8.30, 10.30, and 3.—Presbyterian services on Sun. at 10.30 in the *Salle Sans-Peur*, 35 Boul. Dubouchage.

Physicians. English, *Dr. Brandt*, *Dr. F. A. Hort*, 47 and 49 Rue du Maréchal-Joffre. American, *Dr. B. Sherwood-Dunn*, 54 Boul. Victor-Hugo. —*Chemists*. English Pharmacy, 14 Av. de Verdun; Anglo-American Pharmacy, 2 Rue de France.—*Queen Victoria Memorial Hospital*, at Montboron (p. 185).

Clubs. *Riviera Club* (English), 15 Promenade des Anglais; *Grand Cercle du Casino*, at the Casino; *Cercle de la Jetée-Promenade*, Promenade des Anglais; *L'Eldorado de Nice*, 29 Rue Pastorelli.—*Touring-Club de France*, 2 Rue Deloye; *French Alpine Club* and *Ski Club*, 15 Avenue de la Victoire. *Nice Automobile Club*, 7 Promenade des Anglais, of which members of the British A.A. may become temporary members (21 for the season); *Royal Automobile Club*, 4 Jardin Albert-Premier.

Amusements. *Opera House* (Pl. I: C 3, 4), for operas and ballets, Rue St-François-de-Paule.—*Casino Municipal*, Place Masséna (Pl. I: C 3), with theatre, cinema, restaurant, and gaming-rooms; adm. 2 fr., with adm. to the 'salles de boule' 3 fr., season ticket, with access to the baccarat saloons, 120 fr.; *Palais de la Jetée-Promenade* (Pl. I: B 4), with theatre, ball-room, restaurant, etc.; adm. 25 c., with adm. to salles de boule 1 fr. 25 c., season ticket with access to baccarat rooms 50 fr.—Theatres and Varieties. At the *Casinos*; *Eldorado*, 29 Rue Pastorelli; *Variétés*, 5 Boul. Victor-Hugo; *Nouveau Casino*, Rue St-Michel; *Renaissance*, 54 Rue de la République.—Concerts. Classic concerts at the Municipal Casino, on Fri. at the Palais de la Jetée-Promenade, and on Wed. at 10 a.m. in the garden of the Musée Masséna (free).—Sports. *Golf* at Cagnes (p. 153).—*Tennis* in the Parc Impérial (Pl. II: B 2) and at Cagnes. —*Horse Races* in Jan., Feb., and March at the racecourse, at the mouth of the Var, 2½ m. S.W. of Nice. —*Municipal Sports Ground*, at Le Californie.—*Fencing*, 9 Boul. Gambetta.—*Aeroplane* and *Hydroplane Flights* at the aerodrome at the mouth of the Var (from 75 fr.). Aeroplane from Nice to Monte Carlo, 300 fr. (tickets at the Jetée-Promenade).

The Carnival at Nice is celebrated with balls and entertainments at the Casino, fantastic processions, battles of flowers on the Promenade des Anglais, masked balls at the Opera, confetti-throwing, fireworks, torch-light processions, etc., and finally the burning of King Carnival on the night of Shrove Tuesday.

The *Menton and Monte Carlo News*, an English newspaper published at Menton weekly in winter (1½ fr.), contains visitors' lists and other local news affecting Nice, Cannes, Hyères, Mentone, etc.

History. Nice, the ancient *Nicæa* or *Nikæa*, the name of which is commonly but without authority derived from 'Nike,' the Greek word for victory, was founded by the Phocæans of Marseilles, in the 3rd or 4th cent. B.C. It was on the appeal of this town for protection against the Ligurians that the Romans first intervened in the affairs of Gaul (154 B.C.; comp. p. 88), and for some time it was eclipsed by the Roman foundation of Cemenelum (Cimiez). Nice, however, seems to have had a bishop in the 4th cent. A.D. and in the early middle ages attained some commercial importance, though it suffered much from the raids of pirates, the rivalry of the counts of Provence and Savoy, and the feuds of the great families, such as the Lascaris of Tenda and the Grimaldi of Monaco. In 1388 Nice placed itself in the hands of the princes, afterwards dukes of Savoy, and thenceforward it was a frequent victim in the contests of

France with the Empire and the rulers of N. Italy for the possession of Provence. In 1543, during the wars of Francis I and Charles V, it was besieged by the French, assisted by a Turkish fleet under the notorious corsair Barbarossa; and though the first assault was repulsed, largely owing to the courageous energy of a laundress named Catherine Segurane, one of those heroines in humble life who have appeared in French history at various times in similar circumstances, the city was taken and sacked. The French captured it again in 1600, in 1691, in 1696, and in 1705 when the Duke of Berwick led the siege, and the country of Nice changed masters several times again before the Peace of Aix-la-Chapelle restored it to the House of Savoy, then Kings of Sardinia. In 1792 Nice was occupied and annexed to the French Republic, but in 1814 it reverted to Sardinia. In 1860 it was resigned by treaty, along with Savoy, to France.

Among eminent Niçois are the painters Lodovico Brea (1443–c. 1523), of the Ligurian school, and Carle Vanloo (1705–65), son of a Dutch carpenter; Marshal Masséna (1758–1817), Duc de Rivoli and Prince d'Essling; and Giuseppe Garibaldi (1807–82). Paganini (1784–1840), the violinist, Fromental Halévy (1799–1862), the composer, and Paul Déroulède (1846–1914), poet and politician, died at Nice, and Léon Gambetta (1838–82) is buried there, though his heart was taken to the Panthéon in Paris in 1920. The Rue Smollett (Pl. I: E 1) commemorates the residence of Tobias Smollett in Nice in 1763–65.

From the *Gare du Sud-France* (Pl. II: C 2) the Avenue Malausséna runs S. to the Avenue Thiers, in which is (r.) the *Gare P.L.M.* (Pl. II: C 4), and is thence continued, straight on, by the Avenue de la Victoire, with its fine plane-tree avenue and handsome shops, to the **Place Masséna** (Pl. I: C 3), the chief tramway and traffic centre, which, with the Square Masséna, behind the Casino, on the left, and the ornamental garden, on the right, is laid out above the Paillon, which is covered over from this point to the sea.

The Avenue Notre-Dame leads E. (l.) from the Avenue de la Victoire to the **Musée des Beaux-Arts** (Pl. I: C 1), open daily 10–12 & 2–4, except on Mon. and holidays. The collections include portions of an altar-piece of St. Margaret, by *L. Brea*, and other early local works (Salle Brea); *Theseus and the Bull of Marathon, by *Carle Vanloo*, and paintings of the 16–18th cent. (Salle Vanloo); water colours and sketches by *Marie Bashkirtseff* (Salle Bashkirtseff); and works by *Ziem* (Salle Ziem) and later French artists. The Salle Trachel is devoted to decorative art: tapestries, mosaics, furniture, etc.

From the Square Masséna, with its statue of Masséna by Carrier-Belleuse, the Quai St-Jean-Baptiste runs N.E., passing the *Pont Vieux* (16th cent.) and the *Pont Garibaldi*, to the broad Boulevard Carabacel (Pl. I: D 1), leading to Carabacel and Cimiez. Just across the Pont Garibaldi are the *Museum of Natural History* (Pl. I: E 2), at No. 60 Boul. Risso, and the Place Garibaldi, with a **Monument to Garibaldi*, executed by Deloye from a design by Etex. Garibaldi was born in a house (No. 5; pulled down in 1879) in the Rue Cassini, leading hence to the harbour (see p. 179).

The **Casino Municipal**, with its elaborately decorated theatre and apartments, its club-rooms, etc., is a highly fashionable centre of amusement. The *Jardin Albert-Premier* is embellished with a fountain (17th cent.) and sculptures, including the Monument du Centenaire, commemorating the union of Nice with France in 1793, by Allar and Febvre. Projecting into the sea in front is the *Jetée Promenade* or pier, with a casino in an Oriental style.

Thence westwards along the sea-front extends the famous ***Promenade des Anglais** (Pl. II: A, B, C 4), an avenue 85 ft. broad flanked by aristocratic hotels and mansions,

and extending to (4 m.) the mouth of the Var. It was originally laid out as far as the Magnan in 1822–24 at the expense of the English colony to give work to the unemployed, and was extended in 1904. In the former Palais Rivoli (No. 33), c. ¾ m. from the pier, is installed the ***Musée Masséna** (Pl. II: C 4), or *Museum of Old Nice*, open daily 10–12 & 2–4.30 except Mon. & Sat. (adm. 1 fr., Sun. 50 c.).

Ground Floor. Replica of Canova's statue of Napoleon I; portraits of Napoleon III and the Empress Eugénie (*Petit Salon*); panels representing incidents in the life of Marshal Masséna (*Grand Salon*).—On the Staircase are portraits of the Masséna family and a bust of the marshal.

First Floor. *Landing.* Bust of Catherine Segurane (p. 177); prehistoric antiquities.—*Grande Galerie.* Copies of frescoes; engravings and views; costumes and articles illustrating domestic life in Old Nice; Provençal pottery.—*Première Salle des Primitifs.* *Our Lady of Pity, a triptych by Miralheti (15th cent.) and other carvings; vestments; mediæval ivories; marriage chests; goldsmith's work.—*Seconde Salle des Primitifs.* Pietà, a triptych by L. Brea and panels assigned to him; old altar-pieces; church-ornaments; statuettes.—*Salle des Peintures Niçoises.* Works by early Niçois painters; views of Nice in the 18th and 19th cent.; etc. Other rooms contain souvenirs of Masséna and of Garibaldi.

Second Floor. Collections of musical instruments and of Oriental jewellery; paintings and documents relating to the annexation of Nice in 1860. Statue of Marie Bashkirtseff (plaster).

In the Garden is a lapidary museum of Roman, Gallo-Roman, and Mediæval antiquities.

We may continue to follow the Promenade des Anglais, passing the Pont Magnan and the quarter of Ste-Hélène, to its end at the *Aerodrome* and the *Racecourse* at the mouth of the Var, and return thence by the Cagnes tramway; or, ascending one of the side streets near the Musée Masséna and turning to the right, we may return to the Place Masséna viâ the Rue de France, which runs parallel with the Promenade on the N. The *Croix de Marbre* (Pl. I: A 3), a marble cross, in the Rue de France, commemorates the arrival in 1538 of Pope Paul III to arrange a peace between Francis I and Charles V. The monarchs declined to see each other and the matter was settled by the pope, who visited them alternately. The marble column opposite commemorates visits of Pius VII in 1809 and 1814.

From the E. side of the Jardin Albert-Premier (p. 177) the Rue St-François-de-Paule (Pl. I: C 3) leads into the Old Town of the 18th century. On the left are the *Hôtel de Ville* and the church of *St-François-de-Paule* (1736), with a painting attributed to Carle Vanloo; on the right is the *Opera House*. No. 8 in this street was successively occupied by Robespierre, Napoleon I, and (in 1809) Pius VII. The street is continued by the Cours Saleya, a long narrow tree-shaded space, where a market is held every morning in winter. The Cours is separated from the Quai des Etats-Unis, parallel on the S., by two rows of low houses, the roofs of which form two asphalted terraces (c. 270 yds. long), once a fashionable lounge. Above a passage leading from the Cours to the Quai an inscription records Nice's

gratitude to Guynemer, the aviator, to the United States, and to Albert I of Belgium for services in the Great War. To the N. of the Cours opens the Place de la Préfecture (Pl. I: D 3), one of the most picturesque corners of Nice, reminding us that Italy is not far off. The *Préfecture* (1611; restored in 1907) is the old governor's palace. To the right is the *Chapelle de la Miséricorde* (1736; key at the 'Bureau de Bienfaisance'), almost completely hidden by the conventual buildings, remarkable for its curious oval nave, entirely surrounded by six apsidal chapels. It contains a Death of St. John the Baptist, by Bernardini, and (in the sacristy) a Madonna, by L. Brea (retouched in 1874). Nicolo Paganini (1784–1840), the violinist, died at No. 35 Rue de la Préfecture. In the Place Rossetti, a little to the N., rises the *Cathedral of Ste-Reparate* (1650; restored in 1901), a 'classic' edifice with a handsome interior. Thence the Rue Rossetti leads to the Rue Droite, No. 15 in which (l.) is the *Palais des Lascaris*, once an aristocratic mansion, built in the style of a Genoese palace (apply to the concierge). It contains an elaborate stone staircase, and two rooms on the first floor have ceiling-paintings by Carlone (Fall of Phaethon, Mercury abducting a woman).

The interesting exploration of the old town, with its frank scenes of open-air domestic life, may be extended towards the N., viâ the Rue Droite, the Rue St-François, and the Rue Pairolière.

Between the old town and the harbour rises the wooded height (301 ft.) still known as the **Château** (Pl. I: E 3, 4), though scarcely a trace remains of the castle rased in 1706 by the Duke of Berwick. The top of the hill is occupied by a pleasant park, with palm trees, aloes, cactuses, etc., whence an extensive panorama is commanded. The hill may be ascended (or descended) by the Rue du Château (Pl. I: D 3), which passes to the right of the old *Cemetery* in which Gambetta (p. 177) is buried; by the Escalier Lesage (Pl. I: D 4), a long flight of steps at the E. end of the Quai des Etats-Unis, which passes near the 16th cent. *Tour Bellanda*; by the Avenue Eberlé (for carriages), beginning in the Rue Segurane (Pl. I: E 3); or by the Montée de Montfort, from the Place Bellevue, near the harbour (Pl. I: E 4).

The sheltered little **Harbour** (Pl. II: D 4), known as *Lympia*, shut off from the rest of the town by the Château, may be reached viâ the sometimes gusty Quai Rauba-Capéu ('rob-hat'), which prolongs the Quai des Etats-Unis around the S. end of the cape. It is used by the steamers to Corsica (Rte. 54) and by yachts and coasting craft. Near its S.W. end is a statue (1826) of Charles Félix of Sardinia, who made Nice a free port. On the other side of the harbour extends the quarter of *Le Lazaret* (Pl. II: E 4; sea-baths), below Montboron, the cliffs of which are pierced with numerous caves.—From the Place Cassini (with a bust of President

Carnot), at the N. end of the harbour, the Rue Cassini (Pl. I: E 2, 3; tramway) leads N.W. to the Pont Garibaldi (p. 177).

Le Piol and the other N.W. quarters of Nice are reached from the Place Gambetta (Pl. II: C 2) viâ the Boul. Joseph-Garnier, leading W. to the broad Boulevard Gambetta (Pl. II: 2, 3, 4), which descends all the way to the Promenade des Anglais (tramway to the Place Masséna). The Boul. du Tsarevitch (Pl. II: B 3), diverging from the Boul. Gambetta on the right (W.) leads to the large and ornate *Russian Church* (1912), with its five domes, besides which a *Memorial Chapel* occupies the site of the house in which Grand-Duke Nicholas of Russia died in 1865. A little to the N.W. is the *Parc Impérial*, with tennis courts and the imposing Hôtel Impérial (p. 174).

Short Excursions from Nice

The beautiful and interesting environs of Nice are rendered accessible by numerous local tramways and by the lines of the Sud-France Co., as well as by the innumerable char-à-bancs services, which are very much cheaper than 'private hires.' A continuous series of tramways follows the coast from Nice to Mentone, but for journeys of any length the parallel P.L.M. railway (numerous trains) will be found more expeditious. Longer excursions from Nice are described in Rtes. 25 and 26.

Cimiez (hotels, see p. 174), on the hill to the N.N.E., with some of the largest hotels in Nice, is reached viâ the Boul. Carabacel and the Boul. Cimiez (tramway). It was frequently visited by Queen Victoria, whose statue stands in front of the park of the Excelsior-Hôtel Regina. Cimiez is the Roman *Cemenelum* (p. 176); in the Villa Garin are remains of thermæ and aqueducts, and of a building arbitrarily ascribed to a temple of Apollo, but the principal ruin is that of the *Arènes* or *Amphitheatre* (70 by 60 yds.), near which the tramway passes. Above the amphitheatre is a *Monastery*, destroyed by Barbarossa in 1543 but rebuilt by Franciscan monks. In the church are a Crucifixion (1512) and a Madonna (triptych; 1475) by Lod. Brea and a Descent from the Cross by Antonio Brea. On the terrace beside the church is a graceful marble cross (1477), with the figure of the crucified seraph whose appearance to St. Francis of Assisi at Mt. Averno was followed by the miracle of the Stigmata on the saint's hands and feet. On the E. side of the hill we may descend to St-Pons (p. 181).

Pleasant excursions may be made among the hills to the W. and N.W. of Nice. From the tramway terminus at *St-Sylvestre* a favourite path ascends the **Vallon Obscur**, a picturesque but somewhat muddy little ravine, gradually narrowing as we proceed. Paths on the right ascend to the Aspremont road.—For the **Vallon du Magnan** we alight from the Ste-Madeleine tramway at the halt 'Vallon des Etoiles,' whence a path on the left leads up the narrow valley of the Tina to a pool known as the 'Puits des Etoiles.'—From *Ste-Hélène*, 1¾ m. W. of Nice by the Cannes road (tramway) we may follow the Fabron road (to the right) which crosses the valley of Terron and ascends steeply and beyond (5 m.) *Chapelle St-Joseph* reach (6 m.) *St. Antoine* (restaurant). Leaving on the right a road descending to the Magnan and passing below the Villa de Repos, we proceed N. to (7½ m.) *Ginestière*, where we join the St-Romain road. This we follow to the right, keeping to the ridge between the Magnan and the Bornala, to (10½ m.) the bridge over the Magnan.

From Nice to Cagnes by Tramway, 7¾ m. in 50 min. (2 fr. 75, 1 fr. 70 c.); by railway, see p. 154. The tramway runs viâ the Rue de France to (12 m.) the Magnan and (17 min.) the church of *Ste-Hélène*.—20 min. *Carras*, a fishing village, to the right of which, at *Caucade*, is the modern cemetery of Nice.—We join the Promenade des Anglais at (23 min.) *La Californie*, but quit it soon after and pass (28 min.) the *Racecourse*, at the mouth of the Var.—We cross the Var by the same lofty viaduct as the railway (view).—40 min. *Cros de Cagnes* (p. 154).—50 min. *Cagnes* (p. 153), ½ m. from which lies Nice golf-course.

L. Hermann, del.

NICE
(VILLE INTÉRIEURE)
Tramways
Mètres
0 100 200 300
Scale of Yards
0 100 200 300
D
E
1
2
3
4
Chin St. Charles
Funiculaire
Avenue des Arènes
Egl. du Christ
Boulevard Carabacel
Dubouchage
Pont Vieux
Pont Neuf
Q. Galliéni
R.N.7 et 204 de la République
Smollett
Scaletta
Dalpozzo
Deloye
Giofredo
Baptistie
LE PAILLON
Fontanalon
Museum d'Hist. Naturelle
Poste, Télég. St Jean-Bur. central
PLACE WILSON
Poste, Télégr.
Politeama Mont Garibaldi
GARIBALDI
R. Bonaparte
Chelle du St Sépulcre
Egl. St Augustin
Tour Strane
LYCÉE
Quai
Rue Rossini
Rue Cassini
Rue Reynaud
Rue Gambetta
Rue Emmanuel Philibert
R.N.7A
Avenue Félix Faure
ESPLANADE DU LYCÉE
SQUARE ET STATUE DE MASSÉNA
Rue de la Boucherie
Oratoire de la Croix
CIMETIÈRE
Rue Segurane
Rue A. Gautier
Bout. Mac Mahon
PAL. DE JUSTICE
Ste Réparate
Egl.se du Gesu
St Franç. de Paule
PRÉFECTURE
St Jaume
Douanes
Oratoire de la Miséricorde
Chelle
Ruines de l'Anc.e Cathédle
Biblioth.
CHÂTEAU
Etats Unis
Quai des Etats Unis
Rue des Ponchettes
Bains de l'Opéra
Escalier Lesage
Parc d'Artillerie
PORT LYMPIA
les Ponchettes
Tour Bellanda
Pépinière
Ste du roi
Ch. Félix
Pl. Guynemer
Mont aux Morts
Santé
Q. Amiral Infernet
Pte de Raouba-Capéou
G E S

From Nice to Gairaut, Falicon, and St-André, and back, 12 m., a fine circular drive (autocars; tramway from St-Sylvestre to Le Ray and from St-André to Nice). We quit Nice viâ the Avenue de la Victoire and its continuations. At the church of *Le Ray* we take the road to the right, and ascend, passing the grounds of *Les Mourailles* (fountains and Roman aqueducts; apply to the gardener) and other beautiful villas. About 3½ m. from Nice is the *Cascade of Gairaut*, on the Vésubie canal which supplies Nice with water, and a few min. farther we reach a point whence we survey the whole of Nice lying at our feet.—From the *Chapelle St-Sébastien*, farther on, a divergence may be made, to the left, for the ascent of *Mont Chauve* (2780 ft.; 2½ hrs. there and back), the top of which is occupied by a fort (view).—6 m. **Falicon** (*Hôt. Au Thé-de-la-Reine*) is an attractive village (335 ft.), commanding views of the Paillon valley and the mountains. We now begin the return journey, descending rapidly in zigzags into the valley, where we join (7½ m.) the road from Levens (tramway to Nice, see below). Crossing the stream several times, the picturesque road passes below a precipitous rock bearing a 17th cent. castle (now a school), and beyond the hamlet of (9 m.) *St-André* descends the right bank of the Paillon. —On a terrace to the right lies (9¾ m.) the *Hôpital Pasteur*, a lunatic asylum occupying the *Abbey of St-Pons*, which was founded in 775 on the spot where the martyr St. Pons, a Roman senator, was beheaded. The church is interesting for its peculiar ground-plan, and in the cloister are some old sarcophagi. We re-enter (12 m.) Nice viâ the Place d'Armes and the Avenue Félix-Faure.

From Nice to Levens, 14¼ m., tramway in 1¾ hr.—From Nice viâ St-Pons to (3 m.) *St-André*, see above. Leaving (4½ m.) the road to Falicon on the left, the tramway ascends through the valley of the Garbe, with its vineyards. —7½ m. *Tourette-le-Bas* lies below *Tourette-Levens*, an old village on a rock 400 ft. high, with a 12th cent. church and an old château. A mule-path leads thence in 1½ hr. to *Châteauneuf*, at which are the ruins of a Roman military station.—Beyond Tourette the tramway mounts through pine-woods, passing several hamlets.—13 m. *Les Traverses* (Hôt. Beau-Séjour) lies near the curious Gorges d'Enfer.—14¼ m. *Bas-Levens*, the present tramway terminus, lies ¼ hr. below the bare hill on which lies the village of **Levens** (1870 ft.; 1305 inhab.), the ancestral home of the Masséna family.

A picturesque and interesting road leads from Levens to (8¼ m.) St-Jean-la-Rivière, on the road (and light railway) from Nice to St-Martin-Vésubie. After ascending a little from Levens the road suddenly enters the striking *Gorge of the Vésubie, along the precipitous side of which it is carried 'en corniche.' To the left, below, appear the hamlet and church of Cros-d'Utelle (p. 186). On the right rise the escarpments of *Mont Castelard* (3680 ft.). Beyond a bold bridge and a tunnel we pass the *Saut des Français*, whence in 1793 numerous French Republican soldiers were hurled into the gorge. The road descends steeply (dangerous when snow is lying) to (8¼ m.) *St-Jean-la-Rivière* (p. 186), whence we may go on to (22 m. farther) St-Martin-Vésubie (p. 187) or (in the opposite direction) to (7 m.) the station of La Vésubie (p. 190).

From Nice to Grasse, 30½ m. (49 km.), Sud-France Railway in c. 3 hrs. The most frequented Road (32 m.; 52 km.) joins the railway 7½ m. from Nice, short of Colomars, and thence follows practically the same course. Both routes are highly picturesque (best views on the right).—The railway skirts Nice on the W., passing through several tunnels, and beyond (4 m.) *La Madeleine* and (4½ m.) *St-Isidore* descends into the valley of the Var.—5 m. *Lingostière*.—8 m. **Colomars** (*Buffet*), 2½ m. from the village, is the junction for Puget-Théniers and Digne (p. 190). We cross the Var by the *Pont de la Manda*, which has two stories (for road and railway), then run through cuttings, ascend in zigzags, and cross another viaduct to (10 m.) *Gattières*.

From the village, on a hill 2 m. to the right, a road (views) ascends the valley of the Var viâ (4½ m.) *Carros*, with a ruined castle, to (6 m.) *Le Broc* (Belle-Vue; Hôt. des Etrangers), a modest little summer resort.

13 m. *St-Jeannet-la-Gaude* is the station for *St-Jeannet*, 2¾ m. N.W., at the base of the Baou de St-Jeannet (2625 ft.), and for *La Gaude*, 3¾ m. S., which has manganese mines and a ruined castle of the Templars. A picturesque and varied section of the line now follows, in which we cross the Cagne and the Lubiane.—16 m. **Vence** (*Hôt. Falcoz ; de la Conque ; Castel du Baou-Blanc ; Maison Blanche*), the Roman *Vintium*, is a cramped little town, with narrow winding streets and mediæval walls, beside which a new town is growing in favour as a winter resort. Its bishopric (suppressed in 1790) dated from the 4th cent., and among its bishops were St. Veranus (d. 492), St. Lambert (d. 1154), Ant. Piccolomini (Pope Pius III in 1503), Godeau (d. 1672), and Surian, whom D'Alembert called 'the second Massillon of Provence.' During the religious wars Vence was a bulwark of the Church and repulsed Lesdiguières from its walls in 1592. The Romanesque **Cathedral*, dating from the 12th cent., though spoiled by the addition of chapels in the 14th cent. and of galleries in the 16th and 17th, is still impressive and contains several interesting tombs and good woodwork. In the gallery at the W. end of the nave are a fine lectern of the 15th cent. and 51 choir-stalls, by Jacobin Bellot of Grasse (1455–95), adorned with satirical and other carvings; and in the last chapel of the left aisle is a carved door (15th cent.) from the prévôté or chapter-house.—Tramway to *Cagnes*, see p. 153.

19 m. *Tourettes-sur-Loup*, curiously built against a cliff, preserves its old walls and the three towers to which it owes its name. The 14th cent. church is one of the few examples of pure Gothic construction in this region. The *Puy des Tourettes* (4160 ft.) may be ascended hence in 3 hrs.—Beyond the halt of *Les Valettes* the road rapidly descends to the Loup, while the railway crosses the stream by a long and bold curved *Viaduct to (24 m.) the station of *Le Loup*, near which several hotels and restaurants cater for the numerous visitors to the famous gorges of the Loup.

The ***Gorges du Loup,** 6 m. in total length, picturesque rocky ravines with fine waterfalls, may be ascended by footpath close to the stream (beginning beside the bridge, on the left bank) or by a narrow carriage-road. The latter leads over the Pont de Baou-Bouyé to (1¼ m.) the *Cascade de Courmes* (130 ft.) and over the Pont de Courmes and through a tunnel to the *Saut du Loup* (another fall), going on thence to the (3¼ m.) *Pont de Bramafam*, beyond which the road (to Thorenc or to Roquesteron) is less striking. The road to Grasse turns to the left, before the bridge is crossed, and leads viâ the high-lying village of *Gourdon* (2490 ft.).

The railway passes over two more viaducts before reaching (25½ m.) *Le Bar* (Hôt. Cauvin), a village in a picturesque and commanding situation, the partly Gothic church of which contains a large *Altar-Piece (15th cent.) of several panels with gold background. In the presbytère is a remarkable 15th cent. painting on panel of the 'Dance of Death.' From the summit level of the line (1237 ft.), a little beyond Le

L. Hermann, del.

D Tourette, Levens, St. Martin
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CAP DE CROIX
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HOPITAL
St PONS
PASTEUR
R.N.204
Arènes
Eglise et Couv.t de Cimiez
ROCCABILIÈRE
CIMIEZ
Valrose
Ecole normale
Carrière et Usine à plâtre
L'AUBRE
Prison
GARE St ROCH
En construction
ST ROCH
Eglise St Roch
CASERNE D'ARTILLERIE
R.N.7
La Turbie - Menton
CARABACEL
Gaz
CASERNE D'INFANTERIE
GARE DE NICE RIQUIER
RIQUIER
Eglise St Joseph
Col de Villefranche
Manuf.re des Tabacs
Poste Télégr.e
N.D. du Port
PLACE GARIBALDI
Chât.au du Mont Alban
Buste de Carnot
CHÂTEAU
PORT LYMPIA
LE LAZARET
Bains de la Tour Rouge et la Réserve
MONTBORON
Phare
Bains de l'Opéra
Promenade
Villefranche
vers l'hôtel de Montboron

Bar, we descend viâ (28 m.) *Magagnosc-Châteauneuf.*— 30½ m. *Grasse* (Gare du Sud-France), see p. 169.

From Nice to *Cannes*, *Toulon*, and *Marseilles* and to *Monte Carlo*, *Mentone*, and *Ventimiglia*, see Rte. 21; to *Cuneo* viâ L'Escarène and Tenda, see p. 188; to *Digne* and *Barcelonnette*, see Rte. 26; to *St-Etienne-de-Tinée*, see p. 187; to *Mentone* by road, see below; to *Roquesteron*, see p. 190; to *St-Martin-Vésubie*, see p. 186.

25. LONGER EXCURSIONS FROM NICE

From the following routes by road or light railway from Nice many pleasant digressions may be made. The villages around Nice are often worth exploring and many of the village churches contain altar-pieces of many panels, typical of the 16th cent. school of painting at Nice, besides other points of interest. Char-à-bancs services run in the season to most of the principal points.

From Nice to Mentone by Road

No one has really seen the Riviera who has not traversed at least one of the three principal roads between Nice and Mentone. These are the *Grande Corniche*, 'the Corniche' par excellence, which is the highest, the *Petite Corniche* or *Corniche du Littoral*, which is the coast-road, and the *Moyenne Corniche*, or *Middle Corniche*, between these. 'Corniche,' or road 'en corniche,' means a road carried across the more or less precipitous face of a height, as it were on a shelf or cornice, and the name is used for several other roads in the Riviera, such as the 'Corniche d'Or' (p. 164), between St-Raphaël and Cannes, and the Promenade de la Corniche at Marseilles (p. 134). Both the Grande and the Petite Corniche are thronged in the season with motor-cars and chars-à-bancs, and a tramway runs along the Petite Corniche, and the consequent dust and bustle are not agreeable for walkers. On the Middle Corniche a broad side-walk is provided for walkers.

A. From Nice to Mentone by the Grande Corniche, 19 m. (31 km.). The ****Grande Corniche** is part of the great military road to Italy constructed by Napoleon in 1806, and beyond the Col des Quatres-Chemins it follows the track of the ancient Via Aurelia. It touches neither town nor village, except La Turbie; but following the outline of the rugged mountain face, high above the coast, it commands on the S. a lovely and constantly varying panorama of the sea, with its promontories and bays, and of the coast-plain with its towns and villages and country houses nestling in a luxuriant vegetation. The ascent from Nice is somewhat steep and demands caution in the opposite direction, but the descent towards Mentone is more gradual.

Beginning at the Place Risso (tramway from the Place Masséna), on the left bank of the Paillon, the Grande Corniche runs first to the E., passing under the railway, then turning to the W. and passing the barracks of St-Riquier and the Villa La Tour, ascends to describe a loop round the *Mont Gros* (1450 ft.), with beautiful views of the Paillon valley, Nice, and the coast. At 3 m. diverges the private road leading to the Observatory of Nice.

The **Observatory**, presented to the University of Paris by M. Bischoffsheim in 1899, is a magnificently equipped institution, with 15 detached pavilions containing some of the finest astronomical apparatus in Europe. It is open to

visitors from 2 to 4 p.m. on the 1st and 3rd Thurs. in each month (adm. 1 fr.) and occasional night-visits, with the use of telescopes, are organized during the season (adm. 20 fr.).

From (3¾ m.) the *Col des Quatre-Chemins* (1130 ft.; Inn) a picturesque road on the right descends in zigzags to join the Middle Corniche at the Col de Caïre (p. 185), 2½ m. above Villefranche by mule-track; while a military road on the left describes a loop round *Mont Pacanaglia* (1893 ft.; ascent in 50 min.; view).

A mule-track diverging N. beside the latter road leads in 1 hr. to *La Trinité-Victor* (p. 188).

The hills flanking the road are now bleak and bare. At 4½ m. we pass a branch descending on the right to the hamlet and chapel of *St-Michel* (with lovely view of Beaulieu and Cap Ferrat) and thence descending, very steeply, to the station of Eze (p. 155; 1½ hr.). The Corniche skirts the slopes of Mont Pacanaglia and Mont Fourche, and an abrupt turning brings us in sight of the curious village of Eze on its rock. To our right the view ranges from the fort of the Tête du Chien to the Pointe de Camarat in the Maures.—7½ m. *Auberge de la Drette* (restaurant), on the *Col d'Eze*, where the direct road for Eze diverges on the right and two strategic roads on the left.

On the *Mont Bastide* (ascent in 10 min), on the right, is an ancient Celtic camp, afterwards Roman, the only point commanding simultaneous views of the Paillon valley and the sea.

About 1 m. farther the Corniche attains its greatest height (1772 ft.) at the *Capitaine*, whence it descends beside fine cliffs. On the right is a footpath for Eze.—10¾ m. Road diverging (l.) for the Madone de Laghet (p. 202; 1½ m.).—11 m. **La Turbie** (p. 201); light railway to Monte Carlo.—The descent goes on in steep zigzags with awkward corners, but always with fine views.—At (14 m.) *Le Vistaéro* (1033 ft.; restaurant) we have a fine *View of Monaco and Mentone and of the coast as far as Bordighera.—The road passes below (15½ m.) **Roquebrune** (c. 820 ft.; *Café-Restaurant National*, very modest), a curious little old town, built on the slope of the hill, whose fascinating tangle of narrow, arcaded stepped lanes well repays exploration. The church of St. Margaret (17–18th cent.) is adjoined by a charming little garden. On the rock at the top of the town is a ruined *Castle* of the Lascaris, surrounded by massive walls (gratuity).—Descending more gradually the Grande Corniche merges in (17 m.) the Petite Corniche, with which, crossing the Gorbio and the Careï, it enters (19 m.) *Mentone* (p. 202) viâ the Avenue du Maréchal-Joffre.

B. From Nice to Mentone by the Petite Corniche, 19 m. (31 km.). tramway to *Monte Carlo* (where cars are changed), 4 fr. 60, 2 fr. 98 c.; thence to *Mentone*, 2 fr. 40, 1 fr. 55 c. The ***Petite-Corniche**, or *Corniche du Littoral*, follows the coast more or less closely and affords convenient access

to some of the most beautiful and favoured spots on the Côte d'Azur.

Starting at Nice in the Place Masséna (Pl. I: C 3) the tramway crosses the Pont Garibaldi, follows the Rue Cassini to the harbour, and ascends the Boulevard Carnot to (1¼ m.) *Montboron* (octroi), where we may alight to visit the wooded height of the Montboron (Fort du Mont-Alban, dating from 1577).—The road and tramway double the Cap du Montboron, passing the Victoria Memorial Hospital, on the left, and descend to (3¾ m.) **Villefranche** (p. 154). The Avenue Léopold climbs hence on the left, to join the Grande Corniche at the Col des Quatre-Chemins (p. 184).—5½ m. *Pont St-Jean* (p. 155).—6 m. **Beaulieu** (p. 154), which we traverse from end to end. The road rounds the bay of Beaulieu with its fine villas, passing the Boul. Gordon-Bennett that mounts on the left to the hill of St-Michel. After skirting the cliffs of Petite-Afrique (p. 155) we pass by means of a tunnel beneath Cap Roux to the bay and (7½ m.) station of *Eze*. On the sea lies *Eze-sur-Mer* and high above us, on the right, is seen the village of Eze (see below), to which a steep road (3 m.) ascends from (9 m.) *St-Laurent*, a little farther on as we proceed.—10 m. *Cap d'Ail* (p. 155), whence a road mounts to La Turbie (p. 201; 3½ m.). We now enter the principality of Monaco (p. 195). From (11¾ m.) **Monaco** (p. 196) we proceed through *La Condamine* to (12½ m.) **Monte Carlo** (p. 198), where we change cars.

Going on through Monte Carlo the tramway quits the principality of Monaco at the Pont St-Roman, then runs across the base of the Pointe de la Veille, in view of the villas on the shores of Cap Martin.—15 m. *Cabbé*, on a delightful bay in the quarter of Roquebrune-St-Martin, about 1½ m. below Roquebrune (p. 184). The road joins (17 m.) the Grande-Corniche (p. 184) and with it enters (19 m.) *Mentone*.—The tramway quitting the road at Cabbé makes a detour to the right viâ Cap-Martin, and beyond a tunnel descends to enter Mentone by the Avenue du Maréchal-Pétain.

C. From Nice to Mentone by the Moyenne Corniche, 18½ m. (30 km.). The **Moyenne** or **Middle Corniche,** intended to relieve the congestion of traffic on the other two Corniches, is not yet completed, and is available for motors only beyond the Col de Caire (see below), which may be reached from Nice either viâ the Grande Corniche (see p. 184) or viâ Villefranche and the Av. Léopold (see above). Beginning in Nice at the Place Saluzzo, N. of the harbour, the new road ascends by a double zigzag on the flank of the Montboron to (1¼ m.) the *Col de Villefranche*, commanding a beautiful view of Nice, Antibes, and the Estérels, and of the roads of Villefranche and Cap Ferrat. It follows the mountain flanks above Villefranche and Beaulieu, and at (2½ m.) the *Col de Caïre* meets the roads from the Col des Quatre-Chemins (l.) and from Villefranche (r.). A tunnel beneath the hill of Cap Roux carries the road into (3¾ m.) the picturesque vale of *St-Michel*, with its olive-groves, with Eze in full view. A viaduct spanning a deep gorge brings us to (5½ m.) **Eze,** an ancient and singular looking village, (653 inhab.) on the summit of a pyramidal rock crowned by a ruined castle of the 13th century. The houses, piled close together, seem parts of a single dilapidated citadel, though they are separated by the usual labyrinth of narrow twisted lanes, with arcades and flights of steps. From Eze mule-tracks

ascend to (2½ m.) the Grande Corniche and descend to (¾ m.) the station of Eze (p. 155), and a road descends to (5½ m.) Cap d'Ail (p. 155).—Beyond Eze our road attains its highest point (c. 1200 ft.) and then descends towards Monaco. At 6 m. a branch diverges (l.) for the Grande Corniche and La Turbie, and at 7 m. another diverges (r.) for the Petite Corniche. Beyond a bleak little valley we pass through another tunnel, at the end of which Cap d'Ail is seen below us.—8 m. Road for La Turbie (p. 201; left).—8½ m. Road for Cap d'Ail (p. 155; right).—We pass (9½ m.) the observatory of Monaco, and thence follow a boulevard opened in 1913.—At (11⅜ m.) *Monte Carlo* we join the Petite Corniche, which we follow to (18½ m.) *Mentone*, see p. 202.

From Nice to St-Martin-Vésubie

37½ m. (60 km.), Light Railway in 3¾ hrs. viâ La Vésubie, where carriages are changed (14 fr. 20, 9 fr. 95 c.). For the road viâ Levens, see p. 181. The *Valley of the Vésubie*, at the head of which rise several peaks of 10,000 ft., is a climatic resort for residents on the Mediterranean coast and is visited also by climbers and devotees of winter sports.

From Nice to (15½ m.) *La Vésubie*, see p. 190. The branch railway crosses the Vésubie and joins the road, soon entering a beautiful gorge between walls of rock 800 ft. high, with curiously coloured strata. After a brief expansion of the valley at (18½ m.) *Le Cros-d'Utelle* the rock walls converge again. Beyond the second tunnel we enjoy a fine view of the gorge on the right. The valley road crosses the Vésubie and joins the road from Levens (see p. 181).—22½ m. *St-Jean-la-Rivière-Utelle* (Buffet; Hôt. du Midi) is the station for the winding road mounting to (5½ m. W.) the old fortified village of *Utelle* (2625 ft.; Hôt. National), whose church contains good 16th cent. woodwork. There is a fine view from the sanctuary of the *Madone d'Utelle* (3852 ft.), 1 hr. S.W.—We cross the stream several times, noting at one of the passages the subterranean battery called the Fusilière de St-Jean-la-Rivière.—25 m. *Le Suquet* (Hôt. des Voyageurs) is picturesquely placed at the confluence of two torrents with the Vésubie. A bridle path ascends S.W. to (4 hrs.) the Col St-Roch (p. 189).—28 m. *Lantosque* (1380 ft.; Hôt. Andreani; Passeron), an ancient village with flights of steps serving as streets, is built on a ridge that seems to bar the valley.—29 m. (47 km.) **La Bollène-Vésubie** (2130 ft.; *Grand-Hôtel*, June–Oct.; *Cassini*; *Bellevue*), some distance above the station by a road winding through chestnut-groves, is a little summer resort with ruins of a castle. Above the station the valley assumes the alpine character that has earned it the name of 'the Switzerland of Nice.'—31½ m. **Roquebillière** (1900 ft.; *Hôt. des Etrangers*; *des Alpes*), near the mouth of the Gordolasque, is a little town of tall black houses. The church contains an altar-piece (Life of St. Anthony) with six panels and a predella.

A winding road on the right mounts to (2½ m.; omnibus) **Belvédère** (2723 ft.; *Hôt. Continental*; *Beau-Séjour*), a little summer resort overlooking the Gordolasque valley. A bridle path hence ascends the Gordolasque to (2¾ hrs.) the Italian frontier, just beyond which is (3 hrs.) the *Hôtel St-Grat* (5085 ft.), a climbers' centre. We may go on up the valley to (6½ hrs.) the *Refuge Nice*

ITALIE
Coni
Morignolo
Tende
Mt Aguellino
la Miniera
Bosio
Pianesse
Briga Marittima
St Dalmas-de-Tende
Mt Bousiéyas
Merlo
Berghe Sup
Berghe Inf
Cne de Campbel
St Lugo
Cime de Roche Rosse
Fontan
Maurion
Saorge
Colla Basso
Ste Anne
Mt Agu
Giandola
Col de Gio
Croce del Alpetta
Breil
Tête d'Alpe
Mt Alto
Pic Marlisa
Mt Tron
Libri
Rocchetta
Fanghetto
Mt Albello
Piena Grazian
Mt Agaisen
Cime de Gros Braus
Mt St Michel
Col de Roch
Col de la Porte
Cime de Recallon
Col de la Madone
Col de Rocce Seire
Col St Michel
Col de Bonvillar
Col des Canonnières
St Jean-de-la-Rivière
Col de Pagé
Col de Autaret
Col de la Madone
Pont de la Mesce
Cime du Sarse
Col de Vergnus
Mt Joviéras
Chapelle Notre Dame de Lucéram
Col de Braus
Col de Turini
Col de Castillon
Col de Brouis
Mt Ventabren
la Gonella
l'Arboin
Mt Aime
Mt Abeliet
Col de Peras
Col de la Lombarde
Cime de la Lombarde
Mt Clapier
Cime de Nauca
Cime de Corvo
Cime de Raus
Col de Raus
Cime de Coss
la Maurise
Cime du Tuor
Pte de Rugger
Mt Pela
Belvédère
Magnherie de l'Ortighea
Fromagine
l'Aution
Mille Fourches
Cime des Vallières
la Bollène-Vésubie
Chalet St Honorat
Baisse de Turini
Mt Forastière
Cne de la Calmette
Cime de Suerces
Lantosque
Col de Bassa
St Colomban
Peira Cava
Cne de Peira Cava
Mt Gleize
Mt Agnoux
Mt Breach
Roussillon
St Jean
Mt Mangiarde
Cime de l'Aution
Cne du Clot de Bart
Cime de Beauregard
Mt Arène
Col de Monigas
Claris
Mt Tournairet
Col de Vaccarès
Mt Caire Gros
Mt Pettiroute
Madone de Fenestre
Cime Piagu
Vallon de Fenestre
Mt Rajal
St Nicolas
St Martin-Vésubie
Mt Conchotas
Valdeblore
Col de Varase
Pte de Sarenon
Mt Tournairet
Col de Fort
Pte de Sircuol
Tête de Sircuol
Aqueduc
Bains de Berthemont
Madone de Berthemont
Cascade du Rey
Cime du Grat
Mt Pela
Mt Néglier
Mt Lapasse
Mt Capelet
Mt Bego
Mt Autrin
Cime de Prals
Passe de Prals
Passe de l'Arpette
Nuvono
Cime de Valette
Cime de Montjoya
Cime de Diable
Cime de Mascraura
Cime de Prals
Cime de Pal
Cime de Fenestre
Cime de Pagliet
Cime de Gélas
Cime de Clapier
Cime de Raus
Cime de Coss
Cime de Nauca
Cime de Corvo
Cime de Roche Rosse
Cime de Gélas
Cime de Clapier
Cime de Pagliet
Cime de Pal
Cime de Fenestre
Cime de Prals
Cime de Diable
Cime de Mascraura
Cime de Valette
Cime de Montjoya

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(7382 ft.), the starting-point for the ascent of *Mont Clapier* (9994 ft.), the highest peak of this region (comp. the *Blue Guide to the French Alps*).

Beyond Roquebillière we pass (l.) the crumbling crags of the Castel-Vieil and reach (33 m.) *Berthemont*, the ' halte ' for (2½ m. N.E.) **Berthemont-les-Bains** (2725 ft.; *Hôt. des Bains ; Beauséjour ; Château de Berthemont*), a quiet resort with iron and sulphur springs, known since Roman times.

37¼ m. (60 km.) **St-Martin-Vésubie** (3147 ft.; *Hôt. des Alpes*, open always; *Grand-Hôt. Régina*, June–Oct., R. 10, L. or D. 14, pens. 30 fr.; *de Londres*, June–Oct., R. 10, L. or D. 12, pens. 25 fr.; *Terminus et des Anglais*, June–Oct., R. 8, L. 10, D. 12, pens. 25 fr.; *Victoria ; Chalet Elisabeth*), a frequented climatic and mountaineering resort (1490 inhab.) surrounded by pine and chestnut forests, stands at the junction of the Vallon de la Madone de Fenestre and the Vallon de Boréon, the two main feeders of the Vésubie. The sacristy of the church (1694) contains two old panels (one by Lodovico Brea ?) and a 15th cent. processional cross. In the main street are a chapel, with modern reliefs by Parini, and the dilapidated mansion of the Comtes de Gubernatis.

Excursions. Passports are required on all excursions that involve crossing the Italian frontier, and cameras should not be carried.—*Venanson*, 1 hr. S. by road (¾ hr. by footpath), is a high-lying village (4760 ft.) with a chapel containing frescoes of 1481 and a church noteworthy for its 15th cent. panels.—A road runs N. up the Vallon du Boréon (crossing the stream at the frontier) to (1¾ hr.) the *Boréon-Cascade Restaurant* (4947 ft.), by the side of a lovely waterfall (110 ft.), the base for a number of ascents on the Italian side of the frontier.—A good bridle path ascends the Vallon de la Madone across the frontier to (3 hrs. N.E.) *Madonna delle Finestre* (6188 ft.; Hôt. de la Madone), named from a pilgrimage chapel. Passes lead from the head of both valleys to (c. 9 hrs.) *Valdieri*.

The *Col de St-Martin* (4948 ft.; bridle path) leads to (2½ hrs.) *Valdeblore* (3420 ft.; Hôt. de Valdeblore; des Alpes), whence a road descends to (3¼ hrs. more) *St-Sauveur* (p. 188).—The chief ascents include the *Croix de Férisson* (7875 ft.; 5 hrs. E.), *Mont Clapier* (9994 ft.; 6 hrs.), and the *Cima dei Gelas* (10,286 ft.), the two last approached viâ Madonna delle Finestre.

From Nice to St-Etienne-de-Tinée

53 m. (85 km.). Light Railway viâ La Tinée, where carriages are changed, to *St-Sauveur*, 35½ m. (57 km.) in 3½ hrs. (12 fr. 90, 9 fr. 10 c.); thence Motor Omnibus to *St-Etienne*, 17½ m. (28 km.) in 1¼ hr. In summer autocars run all the way from Nice to St-Etienne; see local announcements. The *Valley of the Tinée*, one of the refuges from the heat of the Riviera summer, deserves a visit for its charming forest and mountain scenery. There are modest hotels at St-Sauveur, Isola, and St-Etienne.

From Nice to (18 m.) *La Tinée*, see p. 190. Our light railway diverges from the Digne line at *La Mescla* and ascends the valley of the Tinée, which forms a fine gorge just above its meeting (' mescla ' i.e. mingling) with the Var.—23 m. *La Tour* is 4 m. W. of the village, where a chapel contains a triptych and curious frescoes (1491) by G. Nadal and Conrad Brevesi.—28 m. *Clans* (2240 ft.; Hôt. de Paris), a little summer resort with mineral springs, is perched on a hillside high above the station (post-gig twice daily).—At (32¼ m.) *Valdeblore* the road (omnibus) to (8½ m.) Valdeblore diverges

on the right (comp. p. 187).—35½ m. (57 km.) **St-Sauveur** (1770 ft.; *Hôt. des Alpes-Maritimes ; Désiré*), the terminus of the railway and the chief market of the valley, has a Romanesque church with a fine tower, containing a statue of St. Paul and furniture of the 15th century.

The neighbouring mountain-villages are worthy of a visit: *Roure* (3600 ft.), 1½ hr. N.W., has a 13th cent. chapel with 16th cent. frescoes; *Rimplas* (3510 ft.), 2 hrs. S.E., occupies an extraordinary position astride a ridge, at the end of which is a rocky spur (view) crowned by a chapel; *Roubion* (4265 ft.), 2¼ hrs. N.W., surrounded by precipices, has a church of 1130. *Beuil* (p. 191) may be reached in 4 hrs. viâ Roubion and the *Col de la Couyolle* (5643 ft.). To *St-Martin-Vésubie* viâ the Col de St-Martin, see p. 187.

Above St-Sauveur the road threads a tunnel and farther on crosses to the right bank of the Tinée. The river marks the frontier from (39 m.) the confluence of the Mollières torrent to (43½ m.) the Pont St-Honorat, where we recross to the left bank.—44¾ m. *Isola* (2985 ft.; Hôt. de France; des Alpes-Maritimes) is a large village at the mouth of the Torrent de Guercia, whose ruined 13th cent. church has a fine tower.

Mont Monnier (p. 191) is ascended hence in 5 hrs. viâ the Louch valley with its lovely waterfall, 100 ft. high, and the Col de la Valette.—*Vinadio* (p. 84) is reached in c. 9 hrs. by two little-known passes.

From (50½ m.) *Pont-Rouge* a track on the left ascends to (1¼ hr.) *Roya*, another base for the ascent of Mont Monnier.—53 m. (85 km.) **St-Etienne-de-Tinée** (3745 ft.; *Hôt. de Rabuons ; Issautier ;* Syndicat d'Initiative, with guides), in charming alpine surroundings, is a growing summer resort. The handsome Romanesque church, with a Gothic belfry, was restored in 1789. The four chapels in the town are interesting for their 15–17th cent. frescoes.

The usual base for climbers is the *Refuge de Rabuons* (8830 ft.; July–Sept.), 4¼ hrs. by bridle path up the Vallon de Rabuons to the S.E.—The main road goes on up the valley to (7 m.) *La Pra*, whence the **Pas de la Cavale* (8764 ft.) leads to *Larche* (p. 81; 9 hrs. from St-Etienne) viâ the *Lauzanier*, a limestone plateau dotted with lakes and richly carpeted with flowers in early summer.—The left branch of the road above St-Étienne leads to (4½ m.) *St-Dalmas-le-Selvage* (4900 ft.; Hôt. des Alpes), whose church contains a fine 16th cent. altar-piece. Easy passes lead thence into the Bachelard valley at Entraunes (p. 194) or Fours-St-Laurent (p. 194).

From Nice to Cuneo viâ L'Escarène and Tenda

78 m. (126 km.) AUTOCARS run from Nice (Place St-François) to (54 m.) *Vievola* and to (25 m.) *Peira-Cava* viâ L'Escarène (see local announcements), and a TRAMWAY ascends as far as (7½ m.) *Pointe de Contes*. The railway, which at present connects Cuneo with *San Dalmazzo di Tenda* (33 m.), is to be extended to Ventimiglia down the Roya valley and to Nice viâ Sospel. Alternative road routes are those viâ Mentone and Sospel (see p. 206) and viâ Ventimiglia and Breil (see p. 189). In this frontier district passports are essential, and cameras had better not be carried. Customs regulations, especially those applying to motor-cars, should be carefully complied with on crossing the frontier.

The road quits Nice by the Rue de la République and the Route de Turin (Pl. E1) and ascends the left bank of the Paillon.—4 m. *La Trinité-Victor*.—5½ m. *Drap* has given the

itle of count to the bishops of Nice since the 13th century.
7½ m. *Pont-de-Peille.*

A tramway diverging on the right here ascends the Paillon valley to (4½ m.) *La Grave-de-Peille*, passing on the right the hill-top village-fortress of *Peillon* (1225 ft.). From La Grave a zigzag road climbs the hill on the right to reach (3½ m.) *Peille* (2067 ft.; Hôt. Montagne), a dark-looking village with an interesting church (12–13th cent.), an imposing ruined castle, and the old Palais des Lascaris, now the mairie. The valley goes on above La Grave to (1 hr.) L'Escarène (see below).

8 m. *Pointe-de-Contes* is the junction of a road (followed by the tramway) which ascends N.W. to (2½ m.) *Contes* (Select-Hôtel), a pleasant village among chestnut trees, whose church contains a typical multiple altar-piece (St. Mary Magdalen). The tramway goes on to (4 m.) the *Pont de Bendejun*.—The main road mounts steeply to (11½ m.) the *Col de Nice* (1237 ft.), whence a road on the left ascends to (3 m.) *Berre-des-Alpes* (2240 ft.; Hôt. Bellevue). A steep descent brings us once more into the Paillon valley at (12 m., 19½ km.) **L'Escarène** (1050 ft.; *Hôt. de France ; de Paris*), a village with an old bridge and some Gothic houses at the confluence of two side-torrents. Its name is patois for ' l'escalier.'

From L'Escarène to Peira-Cava, 13 m. (21 km.); autocar from Nice, see p. 188. The road mounts the left bank of the Paillon de Lucéram. 4 m. *Chapelle St-Grat* (r.) with 16th cent. frescoes.—4½ m. *Lucéram* (2180 ft.; Hôt. de la Méditerranée), once a Roman colony, and a free commune as early as 1272, lies in a cup-like depression and is noteworthy for some old houses, the remains of a castle and other fortifications, and for a church (1187) containing three 16th cent. altar-pieces.—The road ascends, passing the Chapelle Bon-Cœur, with 15th cent. frescoes poorly restored by Canova in 1815.—From (8 m.) the *Col St-Roch* (3248 ft.) a bridle path on the left leads to Le Suquet (p. 186). By a double series of zigzags we surmount the Rocaillon ridge (fine views on the left).

13 m. (21 km.) **Peira-Cava** (5187 ft.; *Grand-Hôt. Faraud ; Truchi*, R. 15, B. 12–15, pens. 35 fr.; *Bellevue & Victoria ; des Alpes*) is becoming yearly more frequented both as a summer resort and as a winter-sports station. It offers splendid views of the Côte d'Azur which lies spread out at its feet. Peira-Cava is the starting-point for excursions in the *Forêt de Turini* (Hôt. Corniglion; ½ m. N.), and in the fortified mountainous zone near the Italian frontier (passports required; cameras forbidden). The commanding summit of the **Authion* (8525 ft.), 6 m. N. by military road, is crowned with forts; here Gen. Brunet with an army of 12,000 Republicans was repulsed by the Sardinians in 1793.

Beyond L'Escarène the road mounts steadily. 13¾ m. *Touët-de-l'Escarène* (1330 ft.).—Beyond (15 m.) *St-Laurent* (Inn) we ascend in bold zigzags to (18½ m.) the **Col de Braus** (3288 ft.; good *Inn*), overlooked on the S.E. by the *Tête de la Lavina* (3638 ft.), and then descend through olive-groves around the slopes of Mont Barbonnet (l.)—26 m. (42 km.) **Ospel** (1145 ft.; see p. 206) is connected by mountain railway with Mentone.—We cross the Bevera and ascend a verdant side valley which becomes bleaker as we approach (33½ m.) the *Col de Brouis* (2749 ft.; Inn), the centre of a system of strategic roads and tracks.—A winding descent brings us to (38½ m.) *La Giandola* (950 ft.; Hôt. des Etrangers), where we join the road from Ventimiglia (16 m.) viâ *Breil*. The road now ascends the Roya or Roja, whose valley narrows into the fine gorge de Saorge; an inscription on the cliffs to the right

records that the road was completed by Charles Emmanuel.—42½ m. (69 km.) **Saorge** (1804 ft.; *Inns*), or *Saorgio*, on the right above the road, is an ancient fortress consisting of two rows of blackened houses between two rocky spurs.—Beyond (43½ m.) *Fontan* (1424 ft.; Hôt. des Etrangers; French custom-house) we enter the magnificent **Gorge de Berghe* or *Gola di Gandarena*, in the midst of which a crag crowned with chestnut trees rises like a crenellated tower.—We cross (46 m.) the frontier, just beyond which is the Albergo d'Italia, with the Italian custom-house.—48 m. **San Dalmazzo di Tenda** (2283 ft.; *Grand-Hôtel*), or *St-Dalmas-de-Tende*, is the first Italian village and the present terminus of the railway from Cuneo (see the *Blue Guide to Northern Italy*).—51 m. **Tenda** (2675 ft.), or *Tende*, is a pleasant little town with remains of fortifications.—54 m. *Vievola* is the terminus of the autocars from Nice. Farther on the public road passes through a tunnel (2 m. long; damp and muddy) beneath the Colle di Tenda (6145 ft.), while a military road (closed to the public) goes over the top.—62 m. *Limone Piemonte*.—73 m. *Borgo San Dalmazzo*, and thence to (78 m.) *Cuneo*, see p 84 and the *Blue Guide to Northern Italy*.

26. FROM NICE TO DIGNE AND TO BARCELONNETTE

A. To Digne

Light Railway, 94 m. (151 km.) from Nice (Place Gambetta) in 8 hrs. (30 fr.; 22 fr.); to *Puget-Théniers*, 36½ m. (59 km.) in 3 hrs. (11 fr. 75, 8 fr. 60 c.). Travellers with time to spare may proceed to Grenoble by this route, but the connections are bad and carriages must be changed at Digne and St-Auban.

Road, 93 m. (150 km.), leaving Nice by the Rue de France (Pl. A 3), turning to the right at St-Augustin station, and following the Var and the railway as far as (53 m., 85 km.) *Les Scaffarels* (p. 191), where we bear to the left.—63 m. (101 km.) *St-Julien* (p. 191).—67 m. (108 km.) *St-André-de-Méouilles* (p. 192), and thence skirting the railway to (93 m., 150 km.) **Digne** (p. 192).—Autocar from Nice to Digne on Thurs. and Sun. in Jan.–June (7 hrs.; 80 fr.).

Nice, see p. 172. To (8 m.) *Colomars*, the junction for Grasse, see p. 181.—13 m. *St-Martin-du-Var*.—14¼ m. *Pont-Charles-Albert*, at the mouth of the Esteron valley, is the junction where passengers for Roquesteron change carriages.

The Roquesteron branch, running N.W., crosses the Var and follows the road up the left bank of the Esteron.—3½ m. *Sénégoge* is the station for (2 m. N.E.) *Bonson*, whose church contains an altar-piece of 18 panels.—5½ m. *Gilette* (1607 ft.; Hôt. Drogoul) is a base for the fine ascent of (3½ hrs. N.) *Mont Vial* (4629 ft.).—18 m. (29 km.) **Roquesteron** (1378 ft.; *Hôt. Garnier; Vauchez*), a pleasant centre for excursions in a beautiful and little-known district, is peopled by inhabitants of Moorish origin. The caverns and waterfalls of the upper valley of the Esteron to the W. and the side valleys to the N.E. may be explored. For the continuation of the road to Puget-Théniers, see p. 191.

At (15½ m.) *La Vésubie* (Buffet-Hotel) the line and road to St-Martin-Vésubie (p. 187) diverge on the right from the

Digne railway, and at (18 m.) *La Tinée*, beyond the narrow gorge of Claudan or Chaudan, where the road is carried through tunnels, the line to St-Sauveur diverges, also on the right. The ensuing **Gorge of La Mescla* is even finer. A tunnel brings us to the confluence of the Tinée and the Var at (20 m.) *La Mescla*.—26 m. *Villars-du-Var*, 1 m. S.E., has two good altar-pieces, one in the parish church, depicting the Knights of Malta, its founders, the other in the Chapelle des Pénitents-Noirs. On the left, farther on, we see the Roman Pont Ste-Petronille.—30½ m. (49 km.) **Touët-sur-Var** (1063 ft.; *Hôt. de la Poste*), or *Touët-de-Beuil*, huddled against a vertical cliff-wall, has a church built over a waterfall.

A picturesque road (motor omnibus in summer), diverging N.E. from the Digne road at (1 m.) *Pont-du-Cians*, ascends the many-coloured **Gorge of the Cians*. From (4 m.) *Moulin de Rigaud* a track on the right ascends to (1 hr.) *Lieuche*, whose church contains a polyptych of 1499, and to (2 hrs.) *Thiéry*, with a ruined castle of the Counts of Beuil.—15½ m. **Beuil** (4770 ft.; *Hôt. Milou*; *Nouvel-Hôtel*), once the seat of a count and a fief of the Grimaldi, is visited for winter-sports. It is the best base for ascending (4 hrs. by bridle-path) **Mont-Monnier* (9246 ft.), near whose summit is a disused observatory about to be converted into an Alpine Club refuge. From Beuil to *Guillaumes*, see p. 194; to *St-Sauveur*, see p. 188.

We cross the Cians and skirt a hillside devastated by landslides.—36½ m. (59 km.) **Puget-Théniers** (1320 ft.; *Hôt. Laugery; Croix-de-Malte*.—Syndicat d'Initiative, with licensed guides), a little town (1038 inhab.) amid forbidding scenery at the confluence of the Roudoule and the Var, has a ruined castle, and an old church containing a charming painted altar-piece of 1525.

A good road leads S.E. viâ (5 m.) the *Pas de St-Raphaël* (2953 ft.) and (12½ m.) *Sigale* (2100 ft.), a quaint village with mediæval houses and gateways and a Tour de l'Horloge (view), to (15½ m.) *Roquesteron* (p. 190).

The track leading N. up the Roudoule gorge from Puget-Théniers affords an approach to (5 hrs.) Guillaumes (p. 194) viâ the *Col de la Roua* (4203 ft.).

40½ m. (65 km.) **Entrevaux** (1550 ft.; *Hôt. Moderne*), anciently called *Inter Valles* from its position on a spur which seems to bar the valley, is an old fortress with ramparts on Vauban's system, and a 16th cent. church, which served as cathedral of the diocese of Glandèves until 1789.

A road connects Entrevaux, viâ the *Col du Buis* (3927 ft.) and *Briançonnet*, with (16 m.) *St-Auban*, at the head of the Clue de St-Auban, a gorge of the Esteron, riddled with caverns and pot-holes.

At (44 m.) *Pont-de-Gueydan-Haut-Var*, where the road crosses the Var, we leave the road to Barcelonnette (p. 193) on the right and begin to ascend the tributary valley of the Vaïre.—46 m. *St-Benoît* has a ruined Benedictine abbey.—At (48 m.) *Les Scaffarels* the road to Digne and Castellane diverges on the left, across the *Col de Toutes-Aures* (3690 ft.), beyond which, at *St-Julien*, the Castellane road (p 171) bears to the left.—49 m. (79 km.) **Annot** (2313 ft.; *Hôt. Philip*) is a substantial village among rugged mountains, frequented as a summer resort. The Vielle-Ville, founded in the 12th cent., is a picturesque pile of irregular streets on the mountain-

side. A loopholed 14th cent. tower serves as apse to the church.—About 4 m. from (54½ m.) *Méailles* is a large cavern, in which human remains were discovered. By a tunnel (2¾ m.) beneath La Colle-St-Michel (4941 ft.) we enter the Verdon valley.—59½ m. *Thorame-Haute* (3775 ft.; Hôt. Fontgaillarde; Roux), 4 m. N. of the station, on the short 'Route des Alpes' (comp. p. 171), is a small summer resort with good stained-glass in its 16th cent. church.—We thread the gorge of Branchaï and, crossing the Issole, reach (66½ m.) **St-André-de-Méouilles** or *des-Alpes* (2935 ft.; *Hôt. de la Gare*), a fruit-growing village and summer resort on the Verdon, connected by road with (11 m. S.) Castellane (p. 171) and with (47 m. N.) Barcelonnette (see p. 194).—74 m. *Barrême* (Alp-Hôtel) lies in the star-shaped basin at the meeting of the Asse de Blieux, the Asse de Moriez, and the Asse de Lions, in a district noted for its rich fossil-beds. For the road to Castellane, see p. 172. —Beyond the fine rock scenery of (82 m.) *Chabrières* we traverse a 'clue,' or gorge, to reach (85½ m.) *Mézel* (Hôt. des Alpes).

94 m. (151 km.) **DIGNE** (1960 ft.; 4958 inhab.), the chief town of the department of the *Basses-Alpes*, well situated on the left bank of the Bléone, is an agreeable summer resort and a quiet centre for excursions in the Provençal Alps. The lower town, mainly modern, is separated from the old-fashioned, cramped, and tortuous upper town on the hill of St-Jérôme by the wide Boulevard Gassendi.

Railway Stations. The *Gare P.L.M.* (for trains to Marseilles, etc.) and the *Gare Sud-France* (Buffet; for trains to Nice), lie beside each other on the right bank of the Bléone.

Hotels. *Rémusat, 19 Boul. Gassendi; Boyer-Mistre, 32 Boul. Gassendi; du Grand-Paris, 12 Rue de Provence; des Bains, at the Thermes (see below).

Syndicat d'Initiative, 58 Boul. Gassendi.

Motor Car Services to *Seyne, Barcelonnette,* and *Marseilles* viâ *Riez* (for the Gorges du Verdon and Castellane).

Digne, the *Dinia* of the Romans, grew rapidly after the 10th cent., and it had its share in the troubles of the religious wars of the 16th century. It was at one time of much more importance, but 8500 of its 11,000 inhab. are said to have been carried off by plague in 1629. Dried prunes, known as 'pistoles,' and fine almonds, known as 'princesses,' are specialties of the town. Gassendi, the astronomer (see p. 144), whose bronze statue (by Ramus; 1851) adorns the Boul. Gassendi, was long 'prévôt' of the cathedral of Digne.

On quitting the station we cross the Bléone, and follow the tree-planted Boulevard Gassendi, with its hotels and cafés, past the *Post Office* and the *Musée* (adm. free on Sun. afternoon, at other times 1 fr.), which contains a good series of Flemish portraits, possibly of the lords of Gaubert. Beyond the Doric *Grande-Fontaine* (1829), at the end of the boulevard, we turn to the left for the former cathedral of **Notre-Dame-du-Bourg,** a building of 1200–1330 in the Provençal style of the transition, now used as a cemetery church (when closed, apply to the octroi next door). The immense interior is impressive, although bare and austere. On the S. wall are

some curious paintings of the 15th and 16th cent., and below the N. wall stands a Merovingian altar.

From the Grande-Fontaine the Rue de la Traverse leads S.W. to the old bishop's palace, and, behind it, the *Hôtel de Ville*. Thence, viâ the Place du Marché, we gain the **Cathedral** (*St-Jérôme*), built in 1490–1500 on the highest point in the old town, and completely restored in 1846, when a façade in the 13th cent. style was added, with a monumental stairway and a rose-window inspired by that of Chartres. Of the double aisles the outer S. aisle is shorter than the others and is divided into chapels. We may descend again to the Boul. Gassendi through the old-fashioned quarter of the *Rochas*, with its narrow and winding streets.

About 2 m. E.S.E. (omnibus in summer) are the *Thermes de Digne* (Etablissement Thermal), charmingly situated in a narrow valley, with hot alkaline and sulphur springs used for paralysis and rheumatism.—The *Pic de Couard* (6526 ft.; edelweiss), to the E., may be ascended from Digne in 4¼ hrs.—A road leading N. from Digne viâ the Avenue Victor Hugo, and crossing the Bléone, ascends the valley of the Bès to (10–13 m.) the very striking limestone gorges known as the **Clues de Barles*. Beyond (15½ m.) *Barles* (Inn), with an old castle, we may turn E. along the valley of the Bès, passing (17 m.) the wooded **Clues de Verdaches*, and so gain (21 m.) *Verdaches-le-Vernet*, on the road from Digne to Seyne (see below). These sequestered valleys appeal specially to the pedestrian.

From Digne to Barcelonnette viâ Seyne, 55 m. (88 km.); motor coach in summer in 5 hrs. (20 fr.). From this route the leisured traveller may make many interesting divergences by bridle path or foot pass. Motorists may avoid the Col du Labouret (see below) by following the Clues de Barles road (see above) to join the road described below at (21 m.) Verdaches.—The direct road, quitting Digne by the Boul. Gassendi, runs N.E.—4 m. *Marcoux* (2880 ft.), on the left, above the Bléone, has a 13th cent. church and an old castle. Beyond (9¾ m.) *La Javie* (2660 ft.; Hôt. du Commerce; des Alpes) the valley closes in and grows wilder. To the N.E. rises the *Pic des Trois-Evêchés* (9603 ft.), second only in height to Mont Pelat among the Provençal Alps, and notable for having on its N. slope the most southerly glacier in the French Alps, the *Glacier de la Blanche* (now much shrunken). By a zigzag ascent we surmount (16¼ m.) the *Col du Labouret* (3990 ft.), succeeded by an equally winding descent into the valley of the Bès. At (17½ m.) *Pont de Verdaches* the road from Barles (see above) comes in on the left. On (22¼ m.) the *Col de Maure*, or *Col de Couloubroux* (4126 ft.), our road touches its highest point.—25½ m. (41 km.) **Seyne** (3970 ft.; *Hôt. des Trois-Rois; Magnan*), or *Seyne-les-Alpes*, a little market-town and summer-resort at the foot of the Montagne de la Blanche, possesses a 13th cent. church with mutilated sculptures and the ruins of a citadel built under Louis XIV.—The church of (28½ m.) *Selonnet* occupies the site of a castle of Lesdiguières, one tower of which remains as belfry.—At (35 m.) *St-Vincent-les-Forts* is a fort guarding the entrance to the Ubaye valley.—41½ m. *Le Lauzet*, and thence to (55 m., 88 km.) *Barcelonnette*, see p. 76.

From Digne to *St-Auban* (Marseilles, Grenoble), see p. 144; to *Castellane* and *Grasse*, see p. 171.

B. To Barcelonnette viâ the Col de la Cayolle

99 m. (159 km.) P. L. M. Autocars of the 'Route des Alpes' (p. xxviii) daily, July 1st–Sept. 15th, in 11 hrs. (80 fr.), including a midday halt at *Guillaumes*.—Light Railway from Nice (Place Gambetta) to *Guillaumes*, 56½ m. (91 km.) in c. 5 hrs. (19 fr. 40, 13 fr. 95); carriages are changed at Pont-de-Gueydan.

From Nice to (47 m.) *Pont-de-Gueydan*, see p. 191. We diverge to the right from the road to Digne and enter the narrow valley of the upper Var by a rocky gateway.—52 m. *Daluis* (Hôt. du Commerce; de l'Union), noted for its trout,

stands at the foot of the **Gorges de Daluis*, which rank among the most remarkable and beautiful scenes in the Maritime Alps. The road, boldly engineered for nearly 2 m. above the torrent, which flows far below in its narrow abyss, crosses the tributary streams by dizzy bridges and threads a succession of tunnels. The rich colouring of the red and yellow rocks, contrasting with the green of the trees and the blue sky of Provence, lends a vivid beauty to the passage.—60 m. (96½ km.) **Guillaumes** (2560 ft.; *Hôt. Ollivier ; de l'Union*), the terminus of the light railway and the midday halting-place of the autocars, is the chief village in the upper valley of the Var. There are some ruins of the castle and the ramparts, and the Mail, a tree-shaded ' place ' typical of the Midi, is the scene of an annual ' bravade ' on Aug. 15th. Beuil (p. 191), 13½ m. E., is reached by a rough road over the *Col de Quartier* (5580 ft.). —67 m. *St-Martin-d'Entraunes* (3460 ft.; Hôt. de Pélens; des Etrangers) has a church with a Gothic side-portal, Renaissance woodwork, an altar-piece by Francesco Brea (1555), and some 16th cent. mural paintings.—71 m. *Entraunes* (5512 ft.; Hôt. Liautaud) is picturesquely situated at the foot of the *Aiguilles de Pélens* (l.; 9020 ft.).—74½ m. *Esteng* (5512 ft.), the highest hamlet in the valley, lies at the foot of the *Fort-Carrà* (9050 ft.).—The road winds upwards through wild scenery, passing the source of the Var, in a limestone hollow on the right, and reaches its highest point at (81 m.; 130 km.) the **Col de la Cayolle** (7717 ft.; *Refuge* on the N. side), an opening between slopes strewn with limestone slabs. The fine cliffs of Mont Pelat (p. 195) tower above us on the left as we descend; on the right is the *Cime de l'Eschillon* (8890 ft.) with its refuge-hut.—89½ m. *Fours-St-Laurent* (5446 ft.; Hôt. Arnaud), in the valley of the Bachelard.—Beyond (91½ m.) *Villard-d'Abas* (4888 ft.), at the foot of a cliff, the torrent flows through the gorge of Paluel (r.). High on the left we see the road from the Col d'Allos which we join after passing (96½ m.), the picturesque village of *Uvernet*.—99 m. (159 km.) **Barcelonnette,** see p. 83.

C. To Barcelonnette viâ the Col d'Allos

103 m. (166 km.) P. L. M. Autocars of the short ' Route des Alpes ' (2½ stages), leaving Nice every afternoon (July 1st-Sept. 15th). The night is spent at *Beauvezer* and the midday halt next day at *Barcelonnette*.—Through fare to *Briançon*, 180 fr. Tickets to Beauvezer (80 fr. 50) and Barcelonnette (116 fr. 20) are issued only when all the seats are not occupied by long-distance passengers.

From Nice to (55 m.) *Méailles*, see pp. 190–192. The road ascends in zigzags above the Vaire valley, and then descends to reach the Verdon at (67½ m.) *Thorame-Haute* (station, see p. 192), whence a road on the left descends the valley to St-André-de-Méouilles (p. 192) and (23 m.) *Castellane* (p. 171).—The Crête du Pasquier is prominent on the right. Farther on a mountain torrent is carried over the road by an arch.—

71½ m. (115 km.) **Beauvezer** (3940 ft.; *Alp-Hôtel*, June–Oct., R. 15, D. 15, pens. 25 fr.; *Belvédère ; du Verdon*) is a quiet summer resort from which the curious Gorges de St-Pierre, to the S.E. on the left bank of the Verdon, may be visited.—On the left rises the handsome pyramid of the Gardette, one of whose peaks is crowned by a natural arch. We cross the Verdon beneath the old Fort de France to reach (74½ m., 120 km.) **Colmars** (4130 ft.; *Hôt. de France ; du Lac*), a diminutive fortress (379 inhab.) with a narrow main street bordered by tall houses and a 16th cent. church. The Porte de France, the S. gate of the town, with its two sundials, is protected by a barbican.

The *Cascade de la Lance*, 25 min. S.E., is an attractive waterfall descending the slopes of the *Grand-Coyer* (8957 ft.), near whose summit are the *Lacs de Lignin*. The **Bois de Monier*, to the S., offers a variety of charming excursions.

As we leave Colmars the old Fort de Savoie is conspicuous on the left. On the right may be noticed the curious outline of the *Roche-Cline* (8373 ft.), a pyramid between two almost perpendicular peaks.—81 m. *Allos* (4675 ft.; Hôt. Pascal; Garcin), with a restored 11th cent. church, beneath the bare pyramid of the Roche-Grande, is a good base for excursions.

A winding track leads hence E. to (3 hrs.) the **Lac d'Allos** (7340 ft.; *Alp-Hôtel*) in the midst of charming solitudes, and overhung on the S. and S.E. by the rocky *Tours du Lac*. The lake abounds in salmon-trout, and the operation of drawing the nets is interesting (fee to the fisherman). Above the lake to the N. towers ***Mont Pelat** or *Mont Péla* (10,017 ft.), the highest peak of the Provençal Alps, easily ascended by a winding footpath (way-marks) in 3 hrs. The descent may be made directly to Allos in 3½ hrs., viâ the Cabane du Vallonet.

The road now ascends more steeply, passing several hamlets built beneath overhanging crags, and, beyond (85 m.) *La Foux* (Inn), turns sharp to the right up the flank of the Cirque de la Sestrière. The Pic des Trois-Evêchés (p. 193) rises behind us. The summit-level is reached at (90 m., 145 km.) the **Col d'Allos** (7382 ft.), or *Col de Valgelaye*, between the *Sestrière* (8261 ft.), on the left, and the *Grand-Cheval-de-Bois* (9321 ft.), both of which are accessible from the pass (1–1¼ hr.). The view ahead is especially striking. On the descent we pass a Refuge National (recently rebuilt); the road is hewn out of the rock and in many places overlooks sheer cliffs.—A long curve to the N.W. brings us to (95 m.) *Les Agneliers-Bas*, at the foot of the Grande-Séolane (p. 83), beyond which we overlook the valley of the Bachelard. We descend to cross the stream and join the road from the Col de la Cayolle.—103 m. (166 km.) **Barcelonnette**, see p. 83.

27. MONACO AND MONTE CARLO. MENTONE

The small sovereign principality of **Monaco** (8½ sq. m.; 22,153 inhab.), an enclave within the French department of the Alpes Maritimes, consists of the three adjoining towns of *Monaco*, the old capital, on a high rocky promontory, *La Condamine*, around the harbour at its foot, and *Monte Carlo*, farther N.E.,

laid out since 1828 on the formerly bare rocky slopes of the Spélugues. The principality issues postage stamps of its own, and visitors for more than a fortnight are required to obtain a 'permis de séjour' (small fee) from the police, but otherwise there is nothing to remind them that they have left France. The inhabitants ('Monégasques') are forbidden access to the gaming tables, but enjoy immunity from taxation, as all public expenses are met by the annual tribute from the 'Société des Bains de Mer' (p. 198).

Monaco was called by the Romans *Portus Herculis Monœci*, from an ancient Phœnician temple on the headland dedicated to Melkarth, who was known to the Greeks as Heracles Monoikos. The Genoese built a fort here in 1215, and by the 14th cent. the Genoese family of Grimaldi succeeded in establishing themselves as lords of Monaco, under Carlo I (d. 1363), who had fought and been wounded at Crécy. In 1715 the heiress of the Grimaldi married Jacques de Matignon, a Norman noble at the court of Louis XIV, who assumed the name of Grimaldi, and their line still reigns. In 1848 Roquebrune and Mentone, formerly subject to Monaco, renounced their allegiance. The present Prince of Monaco is Louis II (b. 1870), who succeeded his father Albert I in June 1922. François-Joseph Bosio (1768–1845), the sculptor, was born at Monaco.

Monaco and La Condamine

MONACO (2020 inhab.), the capital of the principality and the seat of a bishop, is finely situated on the flat top of a precipitous rock (213 ft.) projecting boldly into the sea from the Tête-de-Chien, and from a distance presents one of the most picturesque scenes in the Riviera. It is an old town, with narrow, shady streets, the palace of the prince, and some attractive cliff gardens; but it has no hotels for visitors, and its sober air contrasts with the gayer Monte Carlo. **La Condamine** (10,705 inhab.), a favourite winter health resort, lies below it, on the isthmus between the Tête-de-Chien and the rock, and extends around the harbour to the rocky plateau of Monte Carlo.

Hotels, all in La Condamine and mostly open all the year. First class: Bristol et Majestic (Pl. a; C 2), Boul. de la Condamine, 230 R. from 15, L. 14, D. 16, pens. 35 fr.; Beau-séjour (Pl. b; B 2), 11bis Rue Louis, 100 R. from 15, L. 10, D. 12, pens. 32 fr.; de la Condamine (Pl. c; B 2), 1 Rue des Princes; des Etrangers (Pl. d; B 2), 12bis Rue Florestine, R. 15, L. 12, D. 14, pens. 35 fr.—Less expensive: De la Paix (Pl. e; B 2), 18 Rue Albert; de Nice (Pl. f; B 2), opposite the station; de Milan (Pl. g; B 2), 17 Rue Florestine, R. 8, L. 8, D. 10, pens. 25 fr.; Monégasque, Boul. de la Condamine (Pl. B, C 2, 3), R. 12, L. or D. 10, pens. 25 fr.—Simpler: Central (Pl. j; B 2, 3), 7 Rue Florestine, R. 12, L. 8, D. 9, pens. 25 fr.; Beau-Site, 1 Rue du Port.—Pensions: *Olghetta*, 5 Rue Antoinette (Pl. B 2); *Anglaise*, Rue Albert; *Suisse*; etc.

Restaurants. *Criterion*, Place Ste-Dévote; *Renaissance*, 42 Rue Grimaldi.—In Monaco, *Contoz*, near the Cathedral.

Post Office (Pl. B 4), Place de la Mairie (Monégasque stamps).

Cabs and **Taxi-cabs** show their tariff on request.—Electric Tramways run from the station up to Monaco; also E. to the Casino at Monte Carlo and to Mentone, W. to Nice.

The rock on which Monaco lies is accessible only on its E. side. From the Place d'Armes (Pl. B 3), a few yards S. of the station (Pl. A 2), which is in La Condamine, a steep paved ascent for foot-passengers mounts in 5 min. to the square in front of the palace, passing through three fortified gateways. This point may be reached also by taking the tramway which ascends from the Place, along the E. flank of the rock, to the

Place de la Visitation (Pl. B 4), and following thence the Rue de Lorraine (two Renaissance doorways) and the Rue Basse.

The Place du Palais, picturesque and original, with its battlemented parapets and its 16 bronze cannon presented by Louis XIV, commands fine views to the W. and S. Of the **Palace** (Pl. B 3), an ancient edifice, much altered by restorations, the S. wing is the most interesting part. The battlements of the tower (rebuilt) are said to be of a shape peculiar to the Guelph party, to which the Grimaldi adhered. Over the main gate (1672) are the family arms, with armed monks as supporters. In the absence of the prince the palace is open daily 2–5 p.m. (adm. 1 fr., catalogue of the pictures 3 fr.).

From the **Cour d'Honneur* a double white marble staircase ascends to an arcaded gallery (1532), with restored frescoes by Orazio Ferrari (17th cent.). The frescoes (repainted) on the façade to the right are by Luca Cambiaso (1573). The *State Apartments*, which are entered from the gallery on the left, contain numerous portraits of the princely family and other distinguished personages and a few other paintings of interest. The *Chapel of St. John the Baptist* is elaborately adorned with marbles, gilding, and mosaics. The beautiful hanging gardens are laid out on the ramparts of 1560.

The Rue Ste-Barbe, or the Rue du Tribunal, leads S. to the cathedral. The *Anthropological Museum* (open 10–12 & 2–5; adm. 1 fr.), at the end of the Rue du Tribunal, contains Roman antiquities, including the gold ornaments of a lady, found at La Condamine (ground-floor), and the interesting yield of excavations in the prehistoric caves of the Rochers Rouges (p. 206), near Mentone (first floor). The **Cathedral** (Pl. B 4), a modern Romanesque-Byzantine edifice by Ch. Lenormand (1893–98), dedicated to the Immaculate Virgin, is noted for its music at high mass. In the right transept is a *Painting in 18 compartments, by Lod. Brea (1500), representing St. Nicholas and other saints; and over the door of the sacristy is a Pietà by the same (1505). The crypt is the burial chapel of the princes of Monaco, and here are preserved also the remains of St. Devota (see p. 198).

Opposite the cathedral are the beautiful **Jardins St-Martin*, displaying a luxuriant African vegetation on the face of the steep cliff. At their E. end, overlooking the sea, stands the imposing building of the ***Museum of Oceanography** (Pl. B 4), containing collections illustrating the deep-sea explorations made by Prince Albert I (1848–1922), who founded the museum in 1910.—The museum is open daily 10–12 & 2–5 (in Nov.–Jan. incl. till 4 only); adm. 3 fr., guide 3 fr.

Ground Floor. *Great Hall.* Marine organisms of the group radiolaria and medusa; illustrative paintings.—*W. Hall*, for meetings.—*E. Hall.* Oceanographic apparatus; deep-sea and other collections of Prince Albert, whose soundings reached the depth of 19,800 ft.—First Floor. Over the entrance to the *Vestibule* is a reproduction of one of the largest known polyps. *Central Hall.* Laboratory of the yacht 'Hirondelle'; models of the yachts 'Princess Alice I' and 'Princess Alice II'; Greenland kayak and fittings.—*W. Hall.* Collections illustrating marine industries; shells; fish. *E. Hall.* Physical and chemical oceanography; apparatus for soundings; fishing nets.

The *Aquarium in the basement should on no account be ignored. For a fee of 2 fr. the visitor may receive a shock from the electric eel or see the cuttle-fish fed.

The Rue des Ecoles, opposite the museum, leads direct to the Place de la Visitation (Pl. B 4), whence we may take the tramway back to the Place d'Armes (p. 196) in La Condamine.

The square little **Harbour,** a rendezvous of yachts and other pleasure-craft, has its mouth protected by a S. pier and a N. pier. Its W. side is skirted by the Boulevard Albert-Premier (Pl. B 3, C 2; tramway), which leads past the tennis-courts and the large Bristol Hotel, and is continued by the Avenue de Monte Carlo to the Casino. Just beyond the hotel opens the Valley of Gaumattes or of Ste-Dévote, now occupied by villas supported by massive retaining walls. The mouth of the valley is spanned by the railway viaduct, and higher up is the bold Moneghetti Bridge (145 ft. high), which carries the Corniche du Littoral (p. 184) into Monte Carlo. Between these, on very ancient foundations, is seen the modern church of Ste-Dévote (Pl. C 2), patron saint of Monaco.

St. Devota, a Corsican virgin-martyr (4th cent.), was brought hither in a dying condition by three Corsicans, guided by a dove that issued from her mouth. Her burial here (but comp. p. 197) is annually celebrated on Jan. 27th. On the eve of the fête a boat is burned to commemorate the miraculous defeat of an attempt by a Florentine named Antinope to carry off the precious relics in 1070; in spite of a favouring breeze his boat remained stationary, as if becalmed.

Monte Carlo and Beausoleil

MONTE CARLO (9428 inhab.), an entirely modern creation, with its luxurious hotels and mansions and its beautiful sub-tropical gardens, has the reputation of being the cleanest, most carefully tended, and generally smartest town in France. Its chief centre is, of course, the Casino; and for the detached traveller its chief attraction is the cosmopolitan crowd, more or less fashionable and wealthy, that is annually attracted in winter by the gaming-tables and by the excellent concerts and the elaborate fêtes and gaieties organised by the Société des Bains de Mer (p. 196) and the hotel-keepers.—*Beausoleil* (p. 201) is a French continuation of Monte Carlo.

Railway Stations. *P.L.M. Station* (Pl. E 3), with a lift to the terrace of the Casino.—*Gare de la Turbie* (Pl. D, E 1), ½ m. N.E., for the mountain railway to La Turbie.

Hotels (mostly closed in summer). Hôtels de luxe: De Paris (Pl. a; D 2), beside the Casino, 500 R., open all the year; Grand-Hôtel (Pl. b; D 2), Rue de la Scala, 250 R.; Hermitage (Pl. g; D 2), Avenue de la Costa, 300 R.; Métropole (Pl. h; D 2), near the Casino, 500 R.; Mirabeau (Pl. c; E 2), Av. des Spélugues, 120 R., R. 40, L. 18, D. 20, pens. 70 fr.; Alexandra (Pl. i; E 2), Place de la Madone; Prince-de-Galles (Pl. f; C 1), 1 Boul. du Nord, 200 R., R. 90, L. 20, D. 25 fr.; Balmoral-Palace (Pl. d; C 2), 1 Av. de la Costa, 100 R., R. 30, L. 18, D. 20, pens. 55 fr.; Monte-Carlo Palace (Pl. e; E 2), Boul. des Moulins, 350 R., R. 50, L. 18, D. 20, pens. 70 fr., all the year.—Less expensive: Windsor (Pl. j; C 1), and Victoria (Pl. k; D 1), Boul. du Nord; Beaurivage (Pl. m; C 2), Av. de Monte-Carlo; Carlton (Pl. n; E 2), Rue des Fleurs; Helder, Av. de la Madone;

DE LONDRES (open all year), REGINA, Boul. des Moulins; SPLENDID, Av. Roqueville; GALLIA, open all year.—Simpler and generally open all the year: DES PRINCES, Av. de Monte-Carlo (Pl. C, D 2, 3), L. 15, D. 18, pens. 40 fr.; DU LOUVRE, 16 Boul. des Moulins (Pl. E 2), R. 10, L. 16, D. 18, pens. 45 fr.; NATIONAL, 3 Rue du Portier (Pl. E 2), ALBION, 38 Boul. des Moulins; BYRON, 6 Boul. du Nord; EUROPE, Les Bas-Moulins; DES PALMIERS, Av. de la Costa (Pl. C, D 2), R. 15, L. 12, D. 14, pens. 35–50 fr.—HÔTEL MEUBLÉ: *Buckingham-Palace*, near the Casino.—PENSIONS: *Crystal-Palace*, Place St-Charles, from 25 fr.; *Villa des Fleurs*, 27 Boul. du Nord, from 30 fr.; *Lucie*, Av. St-Michel; *Princesse Alice*, Boul. des Moulins; etc.

Restaurants. First class: *De Paris*, at the Hôtel de Paris; *Ciro's Bar*, Galerie Charles-Trois; *Trianon*, near the Crédit Lyonnais (Pl. D 1); *Carlton*, at the Carlton Hotel.—Less expensive: *Ré*, Boul. des Moulins; *Réserve Victoria*, at Les Bas-Moulins; *Rocher de Cancale*, *Brasserie Royale*, Boul. du Nord; *Oxford*, Av. de la Madone; *Mirabeau*, near the station; *Buckingham*, Place Clichy.

Cafés. *De Paris*, opposite the Casino; *Rumpelmayer*, Av. des Fleurs; and at the restaurants.

Bath Establishment (Etablissement Thermal), with medical and other baths, entered from the terrace of the Casino, daily 8.30–1 & 3–6.—*Sea Bathing* at the Plage de Larvotto, ½ m. N.E. (omn. from the Casino every ½ hr. in summer).

Post Office (Pl. D 3), Av. de Monte-Carlo.—TOURIST AGENTS. *Thos. Cook & Son*, Crédit Lyonnais, Av. des Beaux-Arts (winter only).—INFORMATION OFFICES: *P.L.M.*, at the station; *Bureau Français de Tourisme*, 1 Av. St-Laurent; *Touring-Club*, kiosque near the Casino.—HOUSE AGENTS. *British American*, 23 Boul. du Nord; *Brémond*, 5, *Roustan*, 3, *Defressine*, 8, Boul. des Moulins.

Banks. *Comptoir National d'Escompte*, Galerie Charles-Trois; *Crédit Lyonnais*, Av. des Beaux-Arts; *Société Générale*, 3 Boul. du Midi, at Beausoleil; *Barclay's*, 1 Boul. des Moulins.

Conveyances. CABS. Per drive 4 fr., per hr. 8 fr., at night (10 p.m.–7 a.m.) 8 fr., 12 fr. The tariff for longer excursions is seldom adhered to.

TRAMWAYS. From the Casino to *Monaco Station* (40 c., 30 c.), to *St-Roman* (15 c., 10 c.). From Monte Carlo to *Nice*, see p. 175; to *Mentone-Garavan* (2 fr. 80, 1 fr. 80 c.) viâ *Cap-Martin* (2 fr. 15, 1 fr. 30 c.) and *Mentone* (2 fr. 25, 1 fr. 50), see p. 185.—MOUNTAIN RAILWAY to *La Turbie*, see p. 201.

AUTOCARS run at frequent intervals in the season to *Nice* and *Cannes*; to *Mont-Agel*, see below; numerous excursions are organized as at Nice (p. 176).

British Vice-Consulate, 1 Av. des Fleurs (Mr. G. W. Hogg; hours 10–12).—ENGLISH CHURCH, *St. Paul's* (Rev. S. B. Marsh; Sun. 8–9, 11, 5.30), Av. des Fleurs (Pl. E 2).—ENGLISH PHYSICIANS: *Dr. Price Mitchell*, Villa Henri, Boul. Pereira; *Dr. Andrews*, Villa Capozzi, Boul. du Nord.—CHEMIST. *Pharmacie Anglaise*, Boul. des Moulins.—ENGLISH PAPER: *Menton & Monte Carlo News*, weekly in winter, 1½ fr.

Casino (p. 200) with gaming-rooms, theatre and opera house, and ball-room. Adm. to the PUBLIC ROOMS (10 a.m.–11.30 p.m.), 3 fr., per month 30, season 75 fr. Day-tickets may after 3 days be exchanged for a permanent ticket.—Adm. to the PRIVATE ROOMS (2 p.m.–2 a.m.), 75 fr. per month, season ticket in winter (Nov. 15th–May 15th) 250 fr., in summer 200 fr.—All seats in the THEATRE (opera, ballets, etc.) are the same price, 40 fr.; series of 44 tickets at 25 fr. each; series of tickets for use once a week at 30 fr. each.—DANCING in the afternoon and evening (adm. 10 fr.).

Other Amusements. CONCERTS daily in winter at 2.30 and 8.30 in the Casino theatre (except on the evenings of theatrical performances), classical music on Wed. afternoon, popular music on Thurs. afternoon, symphony concert on Sat. afternoon. In summer the concerts are given in the Casino garden.—CINEMAS. *Palais des Beaux-Arts*, opposite the Hôtel de Paris; *Cinema de la Poste*, beside the post-office.

International Sporting Club, Av. de Monte-Carlo, with restaurant and private gaming-rooms, etc.; for admission apply to the secretary.

Sports. *La Festa Tennis Club*, at Condamine, open all the year.—*Golf Club* (entrance fee 150 fr., annual subscription 350 fr.) at Mont-Agel, see p. 202; green-fees, per day 30 fr., per week 150 fr., per season 300 fr.; autobus from the Casino at 9 a.m., 14 fr. return.—Amongst the SEASONAL

ATTRACTIONS are the national fête of the Monégasques (comp. p. 198), fancy-dress balls, battles of flowers (March and April), tennis championships, sailing competitions (March), regattas (April), dog and flower shows, hydro-aeroplane and automobile weeks, pigeon shooting, etc.

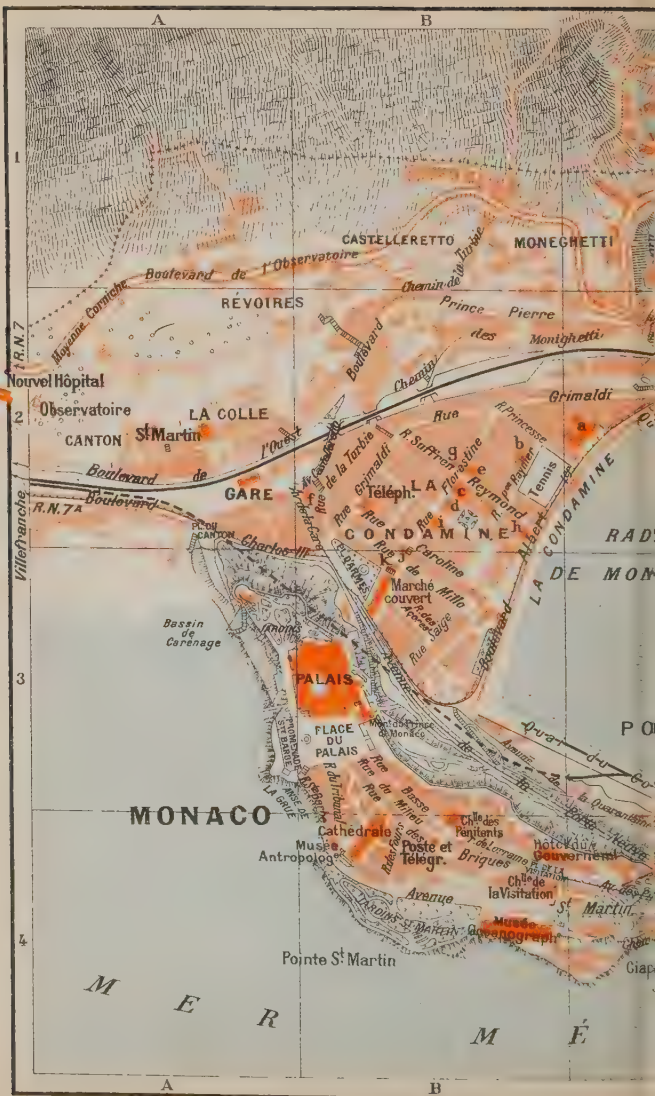
The Avenue de Monte-Carlo, ascending from La Condamine past the *Post Office* and the fashionable and exclusive *International Sporting Club* (Pl. D 2), debouches in the Place du Casino (Pl. D, E 2) in front of the Casino, immediately above the P.L.M. Station (lift), while the tramways from Nice and from Mentone halt in the Av. des Arts, between the huge *Hôtel de Paris* and the *Palais des Beaux-Arts*, which flank the Place on the W. To the W. of the Casino stretches a beautiful and exquisitely kept garden, with gay flowers and palm-avenues, beyond which rises Beausoleil, backed by the hill of La Turbie.

The ***Casino** (Pl. D, E 3) is an elaborate structure of several dates, with its principal (N.) façade fronting the town and its S. façade overlooking the sea. The earliest portion was built in 1878–79 by Charles Garnier, architect of the Opera-house in Paris. The Casino is the property of the 'Société Anonyme des Bains de Mer,' a joint-stock company, which pays an annual tribute to the Monégasque government for its 'concession' of the gambling monopoly.

The principal entrance, between two towers with domes of coloured tiles and flanked by statues of the Seine and the Mediterranean, is at the W. end of the N. façade, which was extended to the E. in 1910. In the E. side-façade is the entrance to the ball-rooms; and in the W. side-façade is the monumental entrance reserved for the Prince of Monaco, with sculptured groups representing Manufactures, Architecture, Painting, and Sculpture. The S. façade, by Garnier, overlooks the terraces of the casino and the sea. Above three arcades with Venetian mosaics rise two slender towers with projecting balconies, and in niches at the sides are statues of Music (r.), by Sarah Bernhardt, and Dancing (l.), by Gustave Doré. The figure above the pediment of the new Salle Schmit typifies the Côte d'Azur.

The first casino in Monte Carlo, begun in 1858, passed in 1860 into the hands of M. Blanc (previously in Homburg), and rapidly achieved celebrity. Minors, soldiers, the inhabitants of Monaco and the neighbouring French departments, and certain public officials are forbidden to enter the casino. The games played in the public rooms are roulette (minimum stake 10 fr., at some tables 5 fr., maximum 6000 fr.) and trente-et-quarante (minimum 20 fr., maximum 12,000 fr.). The stakes are made by means of counters representing money, which are sold in the gaming-rooms.

Interior. From the *Vestibule*, where tickets of admission (p. 199) are obtained, and where hats, etc., are given up, we enter the *Atrium* or *Central Hall* (buffet; smoking permitted), which is decorated by two landscapes by Jundt. Directly opposite is the entrance to the THEATRE (p. 199). To the left are the PUBLIC GAMING ROOMS, decorated in a somewhat heavy style and not always well ventilated. *Salle Schmit*, beyond the Renaissance antechamber, with paintings of the Elements and the Seasons, landscapes, etc.—*Salle Garnier* (1881), with painting illustrating Sports.—*Nouvelle Salle Schmit* (1905), with the Florentine Graces, by Gervais, and balconies overlooking the terraces. To the right and left,



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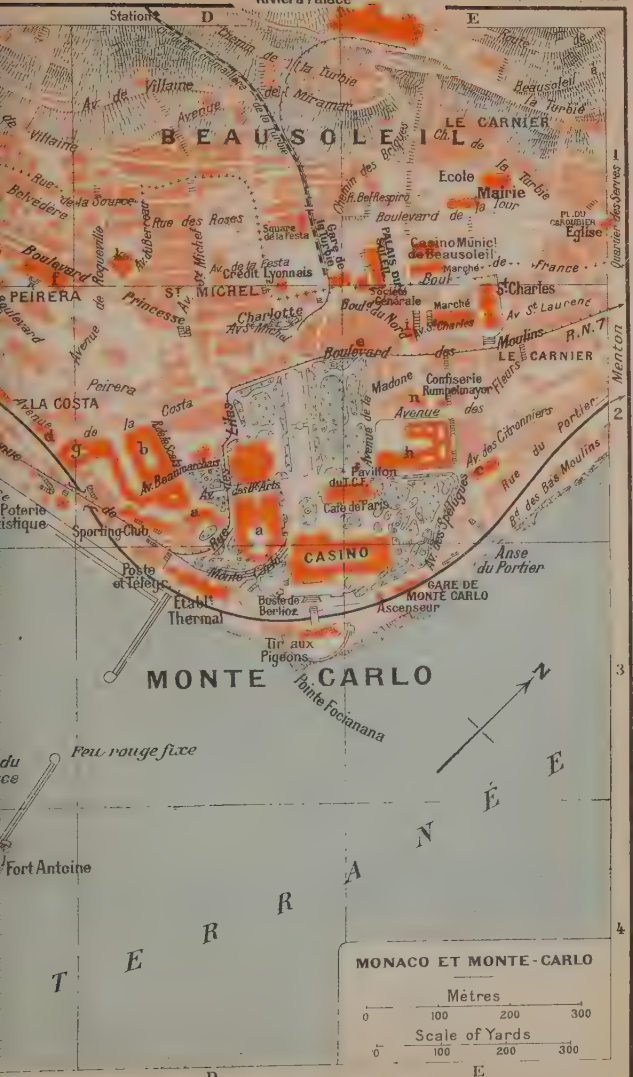

12-29 Imp. Dufrénoy, Paris.

Salon Vert and *Salon Rose*.—The PRIVATE GAMING ROOMS (Cercle Privé) are entered from the Salle Garnier or by a special entrance on the terraces. On the ground floor is the *Salle de Danse*, with sculptured groups of periods of the day, by Peynot. On the first floor are the large *Salle François-Médecin*, sumptuously decorated in the Empire style, and the two *Salles Touzet* (1889).

A staircase ascends from the vestibule to the reading and writing rooms on the first floor.

The *Terraces* and *Casino Gardens*, on the S. side, overlooking the sea, are beautifully laid out and command a lovely *View. On the upper terrace, where concerts are given twice daily in summer, are busts of Jules Massenet and Hector Berlioz, by Bernstamm. To the W. is the Bath Establishment (p. 199). Below, on the sea, is the Tir aux Pigeons, where pigeon-shooting takes place between Dec. and March.

The N.W. quarters of Monte Carlo may be reached viâ the Boul. Pereira (Pl. D, C 2), which joins the Boul. du Nord near the Moneghetti bridge (p. 198).

Beausoleil (8315 inhab.), a French commune dating from 1904, is practically a N. extension of Monte Carlo. Lying on the slopes of the Mont des Mules, facing full S. and commanding a fine view, it has become a favourite winter resort, less expensive than Monte Carlo.

Hotels. *RIVIERA PALACE (Pl. D, E 1), a hôtel de luxe, open Dec.–May, on the height, 150 R. from 35, L. 20, D. 25 fr.; GALLIA, near the Crédit Lyonnais (Pl. D 1), open all year; SUISSE, Boul. de France. Less expensive: OLYMPIA, Av. du Marché; NEW YORK, Av. du Casino; COSMOPOLITE, Boul. du Midi; DE BEAUSOLEIL, Boul. de la République; DIANA, hôtel meublé, Boul. du Midi.

Restaurants. *Parisiana*, *Café de France*, opposite the Casino; *Renaissance*, Boul. du Midi; *Radium*, *Petit Riviera*, Boul. de la République, unpretending.

Post Office at the mairie, Boul. de la République.—SYNDICAT D'INITIATIVE, at the mairie.—HOUSE AGENTS. *Bonnard*, Boul. de la République; *Agence Commerciale*, Boul. du Midi.

Municipal Casino (Pl. E 1), with theatre, gaming-room, reading-room, etc.—TENNIS, Sq. de la Festa (Pl. D 1).

The Boulevard de France (Pl. E 1), one side of which is French, the other Monégasque, separates Monte Carlo from Beausoleil, towards the E., while towards the W. the boundary is less exactly indicated by the Boulevard du Nord (Pl. D 2, C 1). Just beyond the boundary, in Beausoleil, is the *Gare de la Turbie* (Pl. D 1; p. 198) for the rack-and-pinion railway. The tramway beside it ascends to the Riviera Palace Hotel (see above), which may be reached also by a very long flight of steps beginning at the market-place, a little to the W., and traversing Beausoleil from bottom to top, or by the winding Boul. de la République, which passes the Hôtel de Ville and the church. Near the market and facing this boulevard is the *Casino Municipal* (Pl. E 1).

FROM MONTE CARLO TO LA TURBIE, 1½ m., rack-and-pinion railway in 25 min. (up, 5 fr. 30, 4 fr.; down, 2 fr. 60, 1 fr. 95 c.); best views on the left. From the lower terminus (Pl. D 1) the line rapidly ascends, viâ the stations of *Riviera*

Palace, for the hotel (see above), *Bordina*, and *Route de Corniche*, to the upper terminus (1540 ft.), a little E. of La Turbie.—**La Turbie** (1585 ft.; *Hôt. Righi-d'Hiver*, at the station, first class; *de France; Savoy; National*), an ancient and interesting little village on the Corniche, with a stormy history and commanding a famous *View, is the *Alpis Summa* of the Antonine Itinerary, marking the boundary between Italy and Gaul ("hucusque Italia, abhinc Gallia"). The modern name is derived from the *Tropæa Augusti*, or *Tour d'Auguste*, a tower erected in honour of Augustus in 6 B.C. on the final subjugation of the Ligurian tribes. The tower, injured by the barbarians, converted into a fortress in the 13th cent., and blown up in 1705, is now a shattered ruin, surrounded by architectural and sculptured fragments, but its complete restoration is contemplated. About 125 ft. square and originally about 150 ft. high, the tower has two square stories supporting a third circular story, once adorned with 24 Doric columns between which trophies of arms and statues alternated. The capitals were of marble, and a colossal statue of Augustus crowned the whole.—The village contains two mediæval fortified gates. About 1½ m. W. is the popular pilgrimage-church of the *Madone de Laghet* (17th cent.), which, with its cloister, is markedly Italian in effect. Here Charles Albert of Sardinia, returning to Portugal after the defeat of Novara, passed his last night on Italian soil (March 26th, 1849).—From La Turbie to *Nice* and to *Mentone* by the Corniche, see p. 184.

A military road, diverging N. from the Grande Corniche a little E. of La Turbie, leads in innumerable zigzags to the fort on the top of **Mont Agel** (3805 ft.). Walkers may reach the summit in c. 1¼ hr., but vehicles are not permitted to ascend beyond (3¾ m.) the *Monte Carlo Golf Course* (restaurant for members), the 18 excellent holes of which are laid out on the mountain, on a site commanding superb views. The golf course (green-fees, see p. 199) is served by daily motor-car services from Monte Carlo (p. 199) and from Mentone (p. 203).

From Monaco and Monte Carlo by railway or road to *Mentone* and *Ventimiglia* and to *Nice*, *Cannes*, *Toulon*, and *Marseilles*, see Rte. 21; by the Corniches to *Nice*, see p. 183.

Mentone

MENTONE (18,645 inhab.), in French *Menton*, enjoying perhaps the mildest climate on the Ligurian seaboard and sheltered from the mistral by a semicircle of mountains, is one of the most important winter resorts in the Riviera and stands high in favour with the English. The modern town, the town of the visitors, stretches for c. 3 m. on the shores of two shallow bays, separated by a promontory, on the steep slopes of which climb the narrow streets of the old town. The quarter on the E. bay is known as *Garavan*, and is more sheltered than the W. bay, which is terminated by the wooded peninsula of *Cap-Martin*, with its luxurious villas. Mentone is quieter than Monte Carlo, but is within easy reach of its distractions. Lemons are produced in great quantities around Mentone, and its oranges and olives are noted.

Railway Stations. *Gare de Menton* (Pl. B 1), the principal station. *Menton-Garavan* (Pl. E 2), for the E. end of the town and for Garavan.

Hotels (closed in summer unless otherwise stated). On the West Bay, near the sea: Impérial (Pl. A 2), Av. de la Madone, a hôtel de luxe with 350 R. from 50, L. or D. 35 fr., and a large garden. First class: Astoria (Pl. B 2), Av. Carnot, 160 R.; Carlton, Promenade du Midi, R. 20, L. 15, D. 20, pens. from 35 fr.; Balmoral, 100 R., L. 14, D. 16, pens. 40 fr., *Régina, R. 20, L. 16, D. 18, pens. 50 fr., des Colonies, Royal Westminster, R. 20, L. 18, D. 20, pens. 50 fr., all in the Avenue Félix-Faure (Pl. C 2); Bristol (Pl. B 2), Promenade du Midi, 40 R., L. 12, D. 15 fr.; Savoy et St-Georges, 100 R.; du Prince-de-Galles, L. or D. 12 fr., both in the Av. de la Madone; de Paris et Métropole, 80 R., L. 14,

D. 15 fr., Excelsior, L. or D. 12 fr., both in the Av. Carnot (Pl. B 2); de Menton et du Midi, Rue St-Michel, 110 R., L. 18, D. 20 fr.—Less expensive: Rives d'Azur, L. 10, D. 12 fr., Av. de la Madone; de Londres, Av. Carnot.

On the heights above the town (Pl. B 1): *Winter Palace, a hôtel de luxe with 250 R. from 40, L. 25, D. 30, pens. 80 fr., and a large garden. First class: Riviera Palace, 250 R., pens. from 45 fr., with large garden; *Mont-Fleuri, 100 R., pens. 50 fr.; Iles-Britanniques, 180 R., L. or D. 25, pens. 65 fr.; National, 130 R., L. 16, D. 18, pens. 60 fr.; Albion, L. 16, D. 18, pens. 65 fr.—Annonciata, at the top of the Annonciade funicular (p. 206), L. 16, D. 20, pens. 60 fr.

On the East Bay or Garavan (Pl. D, E, F 2). First class: Belle-Vue et d'Italie, 240 R., on the Route de Garavan, on the hill; Grand Hôtel, 150 R. from 15, L. 16, D. 18, pens. 40 fr., with large garden; *Des Anglais, 160 R. from 30, L. 18, D. 21, pens. 65 fr., Cecil, R. 12, L. 14, D. 16, pens. 45 fr., Beau-Rivage, near Garavan station, Britannia, R. 15, L. 14, D. 15, pens. 40 fr., all on the Quai Laurenti; Garavan Palace, Av. du Piau.—Less expensive: Santa Maria, Quai Laurenti; de Plaisance, de la Paix, on the Sospel road.

In the town. First class: Orient et Angleterre, Rue de la Républiqué, 18 R. from 25, L. or D. 25, pens. 65 fr., with garden; de Venise, 200 R. from 20, D. 24 fr., des Ambassadeurs, L. or D. 15, pens. 35 fr., both in the Rue Partouneaux; Europe et Terminus, L. 12, D. 15, pens. 40 fr., du Parc, L. 16, D. 18, pens. 60 fr., Majestic, L. 14, D. 16, pens. 40 fr., all facing the Jardins du Careï; Méditerranée, 180 R. from 15, L. 15, D. 16, pens. 45 fr., Rue de la République.—Less expensive: Nouvel-Hôtel, Hôt. du Globe, Claridge, all in the Av. Verdun; de France, Rue St-Michel; Sévigné, Rue Partouneaux; etc.

At Cap-Martin (p. 205). *Cap-Martin Hôtel, a large hôtel de luxe near the point, with large grounds and tea-pavilion on the sea, open Nov. 15th–April only; Riva Bella, on the Petite Corniche, Nov.–April only; Hôt. de la Terrasse; Plaza; Riviera. Less expensive: Faisan Doré; Victoria-Plage; Eden.

Hôtels Meublés. *De Belgique*, at the station; *Windsor*, Rue Partouneaux (Pl. C 2).

Restaurants, at the hotels. Also, *Du Casino Municipal* (Pl. B 2), *de l'Amirauté*, *de la Pergola*, at Garavan (Pl. E 2).—Less expensive: *Trianon*, Rue Partouneaux; *du Cercle*, Rue Honorine; *de la Poste*, Rue de la République; *Liberté*, behind the station.—Tea Rooms. *Rumpelmayer*, Av. Félix-Faure; *William*, near the Jardin Public; *Giovanolli*, Place St-Roch; *Ronzi*, Rue Honorine; *Bosio*, Rue Partouneaux.

Post Office, Rue Partouneaux (Pl. C 2).—Syndicat d'Initiative, at the Casino Municipal (Pl. B 2; 8.30–12 and 2–6).—Tourist Agents. *Thos. Cook & Son*, 22 Av. Félix-Faure; *Duchemin*, 1 Rue St-Michel; *Sleeping Car Co.*, Montée de la Gare.—House Agents. *British Agency*, Quai Laurenti; *Tonin Amarante*, 27 Place St-Roch; *Universelle*, 1 Rue Partouneaux.—Banks. *Barclay's* (Overseas), 1 Av. Félix-Faure; *Comptoir National d'Escompte*, *Crédit Lyonnais*, Avenue Félix-Faure; *Société Générale*, 11 Rue Partouneaux.

Conveyances. Horse Cabs, per drive with 1 horse 5, 2 horses 7 fr.; at night (after 8 p.m.) 8 and 10 fr.—Taxicabs. Per drive (day or night), 10 fr.; to *Hôtel Cap-Martin* 20 fr.; to *Monte Carlo*, 50 fr. (there and back 80 fr.); to *Nice* by the Corniche, returning by the low road 160 fr.; to *Sospel*, 100 fr.; to *Sospel for golf*, 120 fr. per day; to *Mont Agel for golf*, 120 fr. per day.

Tramways. From Garavan viâ the *Place St-Roch* (Pl. C 2), *Cap Martin*, and *Roquebrune* to *Monte Carlo*, see p. 199; from the Place St-Roch to the station.—Motor Omnibuses to *Ventimiglia*, twice, to *Castellar*, four times daily; irregularly to *Gorbio* and to *Borrigo*.—Funicular from the Avenue de Sospel to the Hôtel Annonciata (see above), 2 fr., return 3 fr.—Electric Railway from the Place St-Roch to Sospel thrice daily (p. 206), and every ½ hr. to Caserta (65 c., 50 c.) on the Sospel road. Fares are slightly higher on Sundays.

Autocars ply regularly in the season to *Nice* and *Cannes* (see p. 146); and there is a large choice of excursion services as at Nice and Monte Carlo: to *Grasse*, *Peira Cava*, *Tenda*, *San Remo*, etc. To *Mont Agel*, see below.

English Churches. *St. John's* (Pl. B 2), Av. Carnot, opposite the Jardin

Public (Rev. C. M. Greenstreet; Sun. services 8, 10, and 5); *Christ Church* (Pl. D 2), Quai Laurenti, Garavan (Rev. Canon Allison; services 8, 10.30, and 5).—*Scottish Church*, Rue du Général-Gallieni (Pl. C 2; Rev. John Arnott, services in winter 10.15 and 5).

Clubs. *Anglo-American* (Pl. C 2), Promenade du Midi, with restaurant and bedrooms; *The Country Club*, Casa Picciola, La Plage, Roquebrune-Cap-Martin; *English Club*, 27 Avenue Carnot; *Sports Clubs*, see below.

British Vice-Consulate, 9 Avenue Félix-Faure (Mr. J. L. Churchman; hours 10–12).

British Physicians. *Dr. Stanley Rendall*, Villa Stella Mare, Av. de la Madone; *Dr. D. W. Samways*, Villa Flaire, Av. Boyer; *Dr. Wm. Campbell*, Casa Rossa, Garavan.—CHEMIST. *English Pharmacy* (Blancher), Place St-Roch.—LIBRARIES. *British Library*, 6 Rue Prato; *Librairie Franco-Anglaise*, Rue Henri-Bennet, Av. Carnot.—ENGLISH PAPER, *Menton & Monte Carlo News*, weekly in winter, 1½ fr.

Amusements. *Casino Municipal* (Pl. B 2), Av. Boyer, with theatre, concerts, dances, gaming-rooms, etc.—*Grand Casino* Rue Villarey, a music hall; *Majestic*, Av. de la Gare, *Eden*, Rue de la République, cinemas.—LAWN TENNIS AND CROQUET CLUB (Pl. B 2), Av. Carnot and Rue de la Tour.—GOLF. *Mentone Golf Club* (18 Av. Félix-Faure), with 18-hole course at *Sospel* (p. 206). Also motor-omnibus daily at 9.15 a.m. from the Majestic Hotel to the Monte Carlo golf course on *Mont Agel* (p. 202); return fare 10 fr.—*Carnival* is celebrated with battles of flowers, etc. *Regattas* are held at Easter and a horse-show at Cap-Martin in spring.

History. At the end of the 10th cent., after the expulsion of the Saracens, Mentone appears in the possession of the counts of Ventimiglia, from whom, however, it passed about the middle of the 13th cent. into Genoese hands. Carlo Grimaldi, lord of Monaco, bought it in 1346, and with various interruptions it practically remained in the possession of his successors until 1848, when Mentone and Roquebrune revolted against the fiscal exactions of the princes and declared themselves free towns. The town remained a republic, the first president of which was Charles Trenca (d. 1853), until its annexation, along with Nice, to France in 1860. A year later the prince of Monaco sold all his rights in Mentone and Roquebrune to France for 4,000,000 francs.—General Jean-Baptiste Bréa (1790–1848), killed by insurgents in Paris, was a distinguished native of Mentone. Robert Louis Stevenson spent the winter of 1873–74 at Mentone, where he wrote 'Ordered South.'

The W. bay at Mentone is skirted along its entire curve by the broad and sunny ***Promenade du Midi** (Pl. C, B 2), parallel with the W. portion of which, a little inland, runs the main E. and W. thoroughfare of the town (Rue St-Michel, Av. Félix-Faure, Av. Carnot). On the promenade, midway between the harbour and the Borrigo, is the little *Public Garden*, with its bandstand, whence the pleasant **Jardins du Careï** (Pl. B 1, 2), covering the channel of the Careï, extend N. towards the station (Pl. B 1) and the palatial hotels overlooking the town. In the gardens an effective monument (by Denys Puech) commemorates the union of Mentone with France; on the E. side is the *Casino Municipal* (see above).

From the little Place St-Roch (Pl. C 2), the chief tramway station, the busy Avenue Félix-Faure, with its shops and hotels, is continued E. by the Rue St-Michel (No. 19 in which was the birthplace of Charles Trenca, see above) to the Place du Cap (Pl. D 2), whence we may descend to the harbour and the E. bay (p. 205). To the N. (l.) of the Av. Félix-Faure lies the *Hôtel de Ville* (Pl. C 2), a little N.W. of which is the **Musée** (Pl. C 2; open daily 10–4, except Mon.), containing paintings and engravings and also some remains from the caves of the

Rochers Rouges (p. 206), including a notable prehistoric human skull. The Rue de la République, beginning at the Hôtel de Ville, is continued E. by the Rue Gallieni, passing a bust of Henry W. Longfellow. From the end of the Rue Gallieni the Rue de la Consolation affords an access to the old town, while more to the left, beside the modern church of the *Pénitents-Noirs* (Pl. C 2), is the Promenade du Val de Menton, the beginning of the road to Castellar (p. 206). The Rue Gallieni is continued by the gloomy Rue de Bréa, with several historic houses: on the right, No. 2, birthplace of General Bréa (p. 204); on the left, No. 1, occupied by Pope Pius VII in 1814 on his way back to Rome, and No. 3, Napoleon's quarters during the Italian campaign of 1796.

To explore the interesting Old Town, with its huddle of overarched and crooked steep lanes, we ascend the Montée des Logettes from the Place du Cap (Pl. D 2). Beyond the old town gate, on the right, the narrow Rue Longue, the main street in the 17th cent., leads to the *Porte St-Julien* (14th cent.), the only relic of the mediæval fortifications. In this street are (r.) the former *Palace* (1640) of the princes of Monaco, with an interior vaulted staircase, and (l.) a large double flight of steps ascending to a characteristic little terrace, with two churches. The church of **St-Michel** (Pl. D 2), in the Italian Jesuit style, was consecrated in 1675. Visitors are shown a processional cross, the shaft of which is a Turkish lance captured by Prince Honoré I at the battle of Lepanto in 1571. The adjoining church of the *Pénitents-Blancs*, in a similar style, contains 14 statues of the 18th century. From the terrace the narrow Rue du Vieux-Château, partly cut in the rock, ascends among the old houses to the *Old Cemetery* (Pl. D 2; *View), on the site of the old castle of Mentone.

Between the Old and New Cemeteries passes the ***Boulevard de Garavan** (Pl. D 2–F 2), a splendid avenue, over a mile long, describes a curve, with fine views, on the hills above the E. bay, reaching the sea at the E. end of the Baie de Garavan, whence we may regain Mentone by tramway.

Cap-Martin (hotels, see p. 203), the peninsula to the W., is an aristocratic annexe of Mentone. Its coast is occupied by luxurious villas in beautiful gardens, and through its ancient woods of pines and olives wind excellent roads. From Mentone it may be reached by tramway (p. 203) or by road, along the coast.

If we follow the road straight on, leaving the large Cap-Martin Hotel (p. 203) on the right, we strike a charming *Path 'en corniche' (p. 183), which skirts the S. coast of the peninsula (beautiful seaward views), finally turning inland to reach (1 hr.) the main road beside the tramway halt at the Hôtel Riva Bella.

From the Cap-Martin Hotel the Avenue de Monte-Carlo mounts, viâ the Carrefour du Faisan-Doré (tramway halt), to the highest point (225 ft.) on which are a semaphore and the remains of an old convent. From the Faisan Doré the road

leads N.W. to join the Corniche (p. 185), after passing a small Roman ruin (*in an olive-grove on the right*), the only relic of the Roman *Lumone*.

A great attraction of Mentone is the number and beauty of the walks in the immediate neighbourhood. The three main valleys with their offshoots, and the mountain spurs that separate them, afford an almost endless variety of interesting footpaths commanding extensive views.

The convent (abandoned) and chapel of the **Annonciade** (738 ft.) are reached by a funicular (p. 203) from a road branching left from the Sospel road (motor-omnibus from the Place St-Roch), or in c. 50 min. by a rough path beginning near the Winter Palace Hotel (Pl. B 1) and flanked with primitive stations of the Cross.—**Castellar** (1280 ft.), a fortress-like village 4 m. N. commanding a remarkable view (best seen from the belvedere of one of the cafés), is reached by a beautiful road up the Val de Menton (comp. p. 205) or by a shorter mule-track (1½ hr.; blue way-posts). The open-air fête on Jan. 20th (St. Sebastian) attracts visitors from Mentone. Castellar is the starting-point for the ascents of the *Berceau* or *Roc d'Ormea* (3652 ft.; 1¾ hr.) and the *Grammont* (4518 ft.; 2½ hrs.).—**Ste-Agnès** (2198 ft.; restaurants), another picturesque old village with a ruined castle of the 10th cent., is reached in 2½ hrs. partly by road ascending the valley of the Borrigo and partly by mule-track. Its fête on Jan. 21 is often visited from Mentone. A path descends from Ste-Agnès to **Gorbio** (1425 ft.; restaurants), with its old houses and ruined castle, whence we may return to (6 hrs. in all) Mentone (5½ m.), passing a large military hospital.

From Mentone to Sospel, 11 m., electric light railway thrice daily in 1½ hr. (8 fr. 85, 4 fr. 90 c.). From the Place St-Roch (Pl. C 2) the railway follows the road on the right bank of the Careï, viâ the *Moulin du Prince*, where Honoré V of Monaco ground corn to be forcibly sold to his subjects at high prices, and the *Villa Caserta* (restaurant). With Castellar on its rock in view, on the right, the line rapidly ascends to the left, sometimes on the road, sometimes cutting off its numerous zigzags. Beyond *Les Monti* (610 ft.) we cross a viaduct and ascend in curves, with the Roc d'Ormea and the Grammont on the horizon to the right. With occasional views of the road below us, we cross another viaduct and continue to ascend in long curves. We cross the giddy **Viaduc du Caramel* (130 yds.), spanning a ravine in a bold horseshoe curve projecting from the mountain side and affording a remarkable view.—7½ m. *Castillon* (1854 ft.), 40 min. from the new village (Hôt. des Etrangers; des Voyageurs), on a height to the left. On a rock high above appears the old village of Castillon, once a rock stronghold of the Saracens, entirely deserted since an earthquake in 1887.—We traverse a tunnel and rapidly descend by the right bank of the Merlaison. We pass beneath the new railway from Nice to Cuneo.—11 m. **Sospel** (*Golf Hotel*, first class, in winter only; *Hôt. de France; du Touring Club; des Etrangers*), *Sospello* in Italian, an ancient little town (2382 inhab.) on the Bevera, has remains of fortifications and a picturesque old bridge (11th cent.) with a tower. The church of St-Michel (1641) in the classic style, has a Romanesque tower. On the road to the Col de Brouis is the course (18 holes) of Mentone Golf Club (see p. 204). Sospel is an excellent centre for excursions; for the road to *Nice* viâ L'Escarène and to *Cuneo* viâ the Col de Brouis and Saorge, see pp. 188–190.

From Mentone several attractive short excursions may be made into Italy, by travellers who do not forget their passports. The frontier is the little stream of St-Louis, 300 yds. E. of the tramway terminus at Garavan. About ½ m. from the terminus, viâ the Promenade St-Louis (Pl. F 2), are the caverns of the **Rochers Rouges** or *Baoussé-Roussé*, where interesting and important discoveries of prehistoric remains have been made. The adjacent Prehistoric Museum (daily 9–12 & 3–5; adm. 2 lire) exhibits some of these; others are at Monaco (p. 197) and at Mentone (p. 205).—About 3¼ m. from the frontier by the main road are the **Giardini Hanbury* (open 12–dusk on Mon. & Fri.; adm. 2 lire), an admirable botanic garden of 60 acres, founded in 1867 by Sir Thomas Hanbury.—Longer drives may be taken to (12 m.) *Bordighera*, (18 m.) *San Remo*, etc.

From Mentone by railway or road to *Ventimiglia* and to *Monte Carlo*, *Nice*, *Cannes*, *Toulon* and *Marseilles*, see Rte. 21; by the Corniches to *Nice*, see p. 183.

LIBRAIRIE HACHETTE

MENTON
Mètres
0 100 200 300
Scale of Yards
0 100 200 300
Tramways
Ste Agnès
Chapelle de l'Annonciade
Sospel
Castellar
Riviera Palace
Winter Palace
Hôtel d'Albion
LES VIGNASSES
Hôtel Montfleuri
Villa Marly
Hôtel des Orangers
TORRENT DE CARET
LES RIGAUDIS
Hôtel des Iles Britanniques
Hôtel National
LES CHAPPES
COLLÈGE
HÔPITAL
CUGES
Barriquand-Alphand
PIAN
GARAVAN
Nouveau Cimetière de Garavan
Boulevard de Garavan
Avenue du Trait de Garavan
Garavan Palace
CARE
Gd Hôtel
DOUANES
Ch.de St Laurent
ST LOUIS
Hôtel Cecil
Fre Hanbury
Avenue de la Frontière
PROMENADE St LOUIS
Borne-Frontière
Pont St Louis
ITALIE
PIGAUTIER
Hôtel Alexandra
Hôtel Terminus
GARE
Rue de la Tour
LA CONDAMINE
LAWN-TENNIS
Rue Thiers
Monument Commaille
Casino Municipal
Hôtel de Londres
Hôtel Victoria
Hôtel Bristol
Hôtel des Colonies
Hôt. de Paris
Hôtel de Venise
Hôt. d'Orient
Gd Hôtel Méditerranée Casino
Hôt. de Turin
Musée Biblioth.
Ancien Cimetière
LE FOSSAN
HOSPICE
Hôt. d'Italie
Hôt. Bellevue
Christ Church
Les Anglais
Hôtel Beau Rivage
Epi St Jacques
Bains
LA MADONE
Hôtel St Georges
Hôtel Impérial
Pont de l'Union
Hôtel Rives d'Azur
Avenue du Maréchal Joffre
Avenue du Maréchal Pétain
Avenue Carnot
Avenue des Alliés
Boulevard Carnot
Rue Partouneaux
Rue Trachel
Rue Longue
Rue Henry Dunant
Rue Boyer
Rue Thiers
Rue Edouard VII
Rue Félix Faure
Rue de l'Hôtel de Ville
Rue Longue
Rue Partouneaux
Rue Trachel

III. AUVERGNE, THE CEVENNES, AND NORTHERN LANGUEDOC

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Approaches from Paris. Owing to the mountainous nature of the countr there are no express railway routes traversing Auvergne, but Languedoc approached either by the main line of the Paris–Orléans railway on the W. of the Paris–Lyon–Méditerranée Railway on the E., while each company run a fast service to the N. edge of Auvergne (P.O. to Le Mont-Dore; P.L.M. t Clermont-Ferrand).

From Paris to Nîmes, for E. Languedoc, 492 m. (792 km.), railway from th Gare de Lyon in 12½–14 hrs. viâ Lyons and Avignon (243 fr. 55, 159 fr. 5, 10 fr. 20 c.). See Route 17.

From Paris to Toulouse, for W. Languedoc, 445 m. (717 km.), railway fro the Gare d'Orsay in 12½ hrs. viâ Limoges and Cahors (220 fr. 50, 146 fr., 91 f 95 c.). See Rte. 38.

From Paris to Clermont-Ferrand, 261 m. (420 km.), railway from th Gare de Lyon in 7½–8½ hrs. viâ Nevers and St-Germain-des-Fossés (129 fr. 1 84 fr. 35, 53 fr. 15 c.), prolonged to Nîmes by slow trains. See Rte. 29.

From Paris to Le Mont-Dore, 288 m. (464 km.), railway from the Ga d'Orsay in 10 hrs. viâ Orléans and Montluçon (151 fr. 90, 99 fr. 20, 62 fr. 50 c. prolonged to Aurillac and Béziers by slow trains. See Rtes. 34, 35.

AUVERGNE, the ancient mountain province of central France, no consists of the departments of the Puy-de-Dôme and Cantal, with pa of the Haute-Loire. It takes its name from the Gallic tribe of th Arverni, whose stronghold Gergovia saw the last stand of Vercingetori against the conquering Romans (**53** B.C.). Bounded on the S. side b the wilderness of the Cévennes, and most easily approached throug the long glen of the Allier, Auvergne has shared longer in the histo of France proper than any other southern province. As early as 112 Louis VI sent an expedition into Auvergne and the conquest was com pleted by Philip Augustus in **1196**. The feudal subdivision of th province prevented it from playing a leading part in mediæval history Riom, capital of the royal duchy, and Montferrand, headquarters the Counts and later of the Dauphins of Auvergne, kept a jealous wat over each other's rising power, and the bishops of Clermont and S Flour were careful to divide their favours. Even in the darkest days Charles VII the English were unable to find a firm foothold in i mountain fastnesses, and in **1610** the province was wholly united to th crown by the cession of the rights of Marguerite de Valois, divorce wife of Henri IV. Though it includes the fertile Limagne, or plain the Allier, Auvergne is pre-eminently the country of the volcan 'puys,' whose conical shapes give so characteristic an aspect to t landscape. The Romanesque churches with their heavy circular arch and their decoration of polychrome masonry recall the former ecc siastical importance of the province, when Urban II preached the Fir Crusade at Clermont and the fame of the abbey of La Chaise-Dieu w at its height.

LANGUEDOC is the most current of the many names which ha been given to the ancient dominion of the Counts of Toulouse, a which now includes the departments of Ardèche, Lozère, Gar Hérault, Aude, and Tarn, and part of the Haute-Loire and Hau Garonne. Of its best known subdivisions the *Velay*, the bishopric Le Puy, occupies the Haute-Loire department, the *Gévaudan* a *Vivarais*, ruled respectively by the bishops of Mende and Viviers, now the Lozère and the Ardèche, the *Bas-Languedoc*, the "land of sa and ruin and gold," is the coastal strip between Aiguesmortes a Narbonne, and the *Albigeois*, around Albi, borders on Rouergue a Quercy. Languedoc is a country of contrast; its climates range fr he barren wintry slopes and plateaux of the Cévennes and Causses,

the sun-baked plain of Carcassonne; and while upper Languedoc was for centuries among the most backward parts of France, Nîmes, the 'little Rome in Gaul,' Narbonne, capital of a Roman province, and Toulouse, gay and musical, calling itself 'La Romaine,' rival in their history the proud annals of Provence.

The two tribes of Volcæ, called Arecomici about Nîmes and Tectosages farther W., were conquered by the Romans in the 1st cent. B.C. and the province of *Gallia Narbonensis* formed out of their territory in 27 B.C. In 381 A.D. the province was halved, Narbonensis Secunda having its capital at Aix, while Narbonne remained the centre of Narbonensis Prima. The province was traversed by the Via Domitia running from Beaucaire through Nîmes and Narbonne to Elne. In 419 Honorius presented the country to Ataulph the Visigoth, under whose successors it received the name of *Septimania*, from the seven cities of Nîmes, Uzès, Maguelone, Lodève, Agde, Béziers, and Toulouse. When, after the defeat of Alaric by Clovis, Uzès and Toulouse were captured by the Franks, the Goths added Carcassonne and Elne to take their place. In 714 Septimania was overrun by the Moors, but after their great defeat at Tours in 725 Charles Martel and Pepin the Short retook the country and Charlemagne founded the Marquisate of Gothia or Septimania and the County of Toulouse (778). In 865 Charles the Bald separated Septimania and Catalonia at the Corbières, thus adding Roussillon to the Spanish province. In 936 Pons-Raymond of Toulouse united the marquisate and the county and under his vigorous dynasty the counts rose to be the greatest power in the South. Raymond IV added St-Gilles to his territory, and though William IX of Aquitaine actually took Toulouse in 1114, he was driven out by Count Alphonse-Jourdain in 1119. The end of the counts' power came with the Albigensian War, when Raymond VI (1194–1216) supported the heretics, not from religious motives so much as from a sense that he was engaged in the crucial struggle between the centralized power of Paris and the great feudatory of the South. In 1216 the county was given to Simon de Montfort and on his death (1218) it passed to Amaury his son. Only Toulouse and its district were left to Raymond VII. In 1223 Amaury ceded his rights to Louis VIII, and in 1270, with the death of Joan, the heiress of Raymond VII and wife of Alphonse de Poitiers, brother of Louis IX, the last of the county passed to the crown. Montpellier, which had become attached to the Spanish kingdom of Majorca, was occupied by Philip of Valois in 1349. The name Languedoc seems first to have been applied to the province when it became royal property in 1270; it signifies the country where 'oc' is used as a particle of assent, in contrast with the 'oïl' or 'oui' of northern France. The name 'Occitania,' which appears on Languedoc tokens, etc., of later date, is a fanciful coinage on the analogy of Aquitania. Though Languedoc was now treated as one of the most important provinces of the realm, and its governorship entrusted to the leading families (Montmorency and others), the innate enmity between South and North only slumbered and broke out with renewed fury in the Religious Wars of the 16th cent., the South standing for Reform against the official religion of the Court. Pacified by the Edict of Nantes (1598), the storm broke out again after the Revocation (1685) in the Camisard insurrection (1702).

The districts of **Rouergue** and **Quercy,** though included in the old province of Guyenne (p. 308), lie at its extreme E. end, and are more

conveniently described in the present section. Rouergue is now represented by the department of the *Aveyron* (chief town, Rodez), Quercy proper by the department of the *Lot* (chief town, Cahors), and Haut-Quercy by that of the *Tarn-et-Garonne* (chief town, Montauban). The country as a whole consists of barren uplands intersected by deep river valleys, of whose sudden floods the old proverb reminds us:

"Qui croise lou Lot, lou Tarn, et l'Aveyron
N'est pas segur de torner en sa maison."

Quercy, at one time a fief of the counts of Toulouse, was ceded by St. Louis to Henry III of England in 1259, but its people drove out the invaders in the 14th century. Rouergue passed by marriage from the family of the Counts of Carlat into the Armagnac family, so that with the attainder of John V in 1472 it became the direct property of the crown. The 16th cent. Religious Wars scourged the district with the utmost fury; Cahors and Rodez were strongholds of Catholicism, while Montauban was a centre of Reform.

28. FROM PARIS TO ST-ETIENNE

A. Viâ Roanne

Railway 307½ m. (495 km.; 502 km. viâ Melun) in 8–9½ hrs. (152 fr. 20, 99 fr. 40, 62 fr. 60 c.).

Road, 297 m. (478 km.).—From Paris to (247 m., 398 km.) **Roanne**, see the *Blue Guide to North-Eastern France*.—271½ m. (437 km.) *Feurs* (p. 211).—277½ m. (448 km.) *Meylieu-Montrond*.—297 m. (478 km.) **St-Etienne** (p. 212).

From Paris viâ Nevers and Moulins to (225 m., 362 km.) *St-Germain-des-Fossés* (Buffet), where we diverge from the Clermont line, see the *Blue Guide to North-Eastern France*.—228¾ m. *St-Gérand-le-Puy*, 3¾ m. N. of the station, has an 11th cent. church with mural paintings, and a 15th cent. castle.—235½ m. (379 km.) **Lapalisse** (1959 inhab.; *Hôt. de l'Ecu-de-France*), or *La Palice*, is an ancient seigniory, preserving its château (for adm. apply at the lodge), a plain 16th cent. building with an earlier chapel containing the *Tomb of Jacques de Chabannes (d. 1453) and his wife.

The light railway from Lapalisse to (14¼ m., 23 km.) *Le Mayet-de-Montagne* (p. 235) passes (10 m.) *La Croix-Rouge-Châtel-Montagne*, serving (3 m. S.E.) *Châtel-Montagne* (Hôt. des Touristes), an ancient town with a conspicuous 12th cent. church.

From Lapalisse to *Dompierre* see the *Blue Guide to North-Eastern France*.

We cross the Besbre and beyond (240 m.) *Arfeuilles* (4 m. S. of its station) traverse a tunnel ¾ m. long.—246¼ m. *St-Martin-d'Estréaux* (Inn), with old fortified buildings, is the station for *Sail-les-Bains*, 3¾ m. N.E. (see the *Blue Guide to North-Eastern France*).—251¾ m. *La Pacaudière* (Inn). *Crozet*, a walled town on a hill ¾ m. W., retains a 12th cent. keep.—About 2½ m. S. of (257¾ m.) *St-Germain-l'Espinasse* lies *Ambierle* (p. 211).

266 m. (428 km.) **Roanne** (*Buffet; Hôt. du Commerce*, in the town; *Terminus, de la Gare, Nouvel-Hôtel*, at the station), on the left bank of the Loire at its highest navigable point,

is a cotton-weaving town (36,657 inhab.), in which a large arsenal was formed during the War. In the Place du Château are the rebuilt church of *St-Pierre* and some remains of a 14–16th cent. *Castle*. The Hôtel de Ville contains a good collection of prehistoric and Gallo-Roman antiquities (adm. free Sun. and Thurs. 10–12 and 2–5). In the Rue des Minimes, beside the busy canal port, the old watermen's chapel of *St-Nicolas* is now a tavern. The suburb of *Le Coteau* (5013 inhab.) is reached by a bridge over the Loire.

From Roanne to Ambierle, 12½ m. (20 km.), light railway in 1 hr —4 m. *Pouilly-les-Nonains*, see below.—7½ m. *Renaison* lies among vineyards at the foot of the Montagnes de la Madeleine.—8½ m. *S.-Haon-le-Châtel* is still surrounded by its 15th cent. *Walls with seventeen towers.—12½ m. *Ambierle* is notable for its Flamboyant church containing 15th cent. stalls and a triptych (1466) with shutters, ascribed to Van der Weyden, representing the donors, members of the Changy family.

From Roanne to Boën, 34 m. (55 km.), light railway in 3 hrs.—4 m. *Pouilly-les-Nonains*, see above.—7 m. *St-André-d'Apchon*, with an interesting castle (15–18th cent.) and church (12th and 16th cent.; good glass).—8 m. *St-Alban-les-Eaux* (Hôt. du Parc et du Grand-St-Louis; du Midi) is a quiet little spa.—12½ m. *St-Jean-St-Maurice* is the station for (2 m. E.) *St-Maurice-sur-Loire*, the most picturesque village in the Loire gorge (comp. below).—16¾ m. *St-Polgues*. A branch line runs hence to (12 m.) *St-Just-en-Chevalet* (p. 235) viâ Juré (see below).—26 m. *St-Germain-Laval*, also on the line from St-Just to Balbigny (see below), preserves a disused church partly of the 12th century.—34 m. *Boën*, see p. 216.

From Roanne to *Lyons*, to *Chalon-sur-Saône*, and to *Paray-le-Monial*, see the *Blue Guide to North-Eastern France*; to *Balbigny* by the Gorge of the Loire, see below.

Leaving Roanne the line crosses the Loire. At (267¼ m.) *Le Coteau* (see above) we diverge to the right from the line to Lyons.—285 m. *Balbigny* (Hôt. du Forez) occupies the N. extremity of the Forez plain.

From Balbigny to St-Just-en-Chevalet, 22½ m. (36 km.), light railway in 1¾ hr.—7½ m. *Pommiers* has a 12th cent. church and a conspicuous castle.—9½ m. *St-Germain-Laval* (two stations; see above).—18½ m. *Juré* is the station for (c. 4 m. S.) the **Château d'Urfé*, a 13–14th cent. stronghold, the cradle of a distinguished family of which Honoré d'Urfé (p. 216) was a member.—22½ m. *St-Just-en-Chevalet*, see p. 235.

From Balbigny to Régny, 18½ m. (30 km.), light railway, with a change at St-Just-la-Pendue (bad connections).—3¾ m. *Néronde*, with remains of fortifications, was the birthplace of Père Cotton (d. 1621), the confessor of Henri IV and Louis XIII.—10 m. *St-Just-la-Pendue*, where carriages are changed.—18½ m. *Régny*, on the line from Roanne to Lyons, see the *Blue Guide to North-Eastern France*.

The road from Balbigny to Roanne (25 m.) descends the beautiful *Gorge of the Loire*, viâ (11½ m.) St-Maurice (see above).

282½ m. (455 km.) **Feurs** (*Hôt. de Provence; du Chapeau-Rouge*), the Roman *Forum Segusiavorum* and the capital (3325 inhab.) of the *Forez* (p. 3) until 1441, preserves vestiges of its Roman walls, and has a 15th cent. church with a modern façade.—290 m. (467 km.) **Montrond** (*Hôt. du Nord; Mallière*) is a small spa with an imposing ruined castle (14–16th cent.).

A light railway, crossing the Loire and the Plaine du Forez, runs hence to 10½ m., 17 km.) *Montbrison* (p. 216).

295 m. *St-Galmier-Veauche*. **St-Galmier**, 2½ m. E., on the side of a hill, is well known for its mineral water, which is ex-

ported all over the world. The little town (1829 inhab.) contains several old houses and a 15–16th cent. church, notable for a polyptych of the 16th cent. and a small shrine of the same date supporting an interesting figure of the Virgin.—300 m. *St-Just-sur-Loire* (Buffet) is a solitary station, the junction for Firminy and Clermont.

From St-Just to Firminy, 11¾ m. (19 km.), railway in 40 min.—1¼ m. *St-Just-St-Rambert* serves the twin towns of *St-Just-sur-Loire* and *St-Rambert-sur-Loire*, connected by a bridge across the Loire. St-Rambert is remarkable for its curious *Church (11th and 12th cent.) with two towers, one of each period. In the W. front are incorporated various stones with Roman inscriptions and early Romanesque carvings. The remains of the adjoining priory include an 11th cent. chimneypiece, 14th cent. frescoes, and a 16th cent. gateway. A pleasant road follows the *Gorge of the Loire* upstream to Le Pertuiset (7½ m.).—The railway likewise enters the Loire gorge and reaches (6¼ m.) *St-Victor-sur-Loire*, admirably situated, with an interesting church.—10½ m. *Fraisse-Unieux* and thence to (11¾ m.) *Firminy*, see p. 214.

From St-Just to *Clermont-Ferrand*, see pp. 218–226.

The section of the railway between St-Just and St-Etienne is the oldest in France, having been opened for goods traffic in 1828, for passengers in 1832. We enter an industrial district. —306 m. *St-Etienne-la-Terrasse*.

307½ m. (495 km.) **ST-ETIENNE,** an important industrial town (154,786 inhab.) in the centre of the second largest coalfield in France, and the chief town since 1856 of the department of the Loire, is strung out on either side of a perfectly straight thoroughfare which follows the valley of the Furan. Like Sheffield, St-Etienne, stained with the smoke of factories, lies within easy reach of beautiful hill-country. Mont Pilat is only 20 m. E., while to the W. and S.W. are the mountains of the Forez and Velay.

Railway Stations. *Gare de Châteaucreux* (Buffet; Pl. D 2), the principal station, for all main line services; *Le Clapier* (Pl. A 2), *Bellevue* (Pl. B 5), local stations on the line to Le Puy v.â Firminy; *La Terrasse* (beyond Pl. C 1) a local station on the Roanne line.—*Gare Carnot* (Boul. Jules-Janin; Pl. B 1), for light railways to St-Héand, St-Chamond, and Maclas.

Hotels. De France, 4 Place Dorian (Pl. B 2); des Arts, 11 Rue Gambetta (Pl. B 3); du Nord, 7 Rue de la République (Pl. B 2); du Commerce, 2 Place Bellevue (Pl. B 5); Modern (meublé), 21 Av. Président-Faure (Pl. B 2), R. 10 fr.; du Forez, near the station.

Restaurants. *Taverne Gruber* 1 Av. Président-Faure; *Grande-Brasserie, Maison Dorée*, Cours Victor-Hugo; and several in the Place de l'Hôtel-de-Ville.—Cafés in the Place de l'Hôtel-de-Ville.

Post Office (Pl. B 2) 6 Rue de la Préfecture.

Electric Tramways traverse the principal streets; most important are those from the Gare de Châteaucreux to the Hôtel de Ville; from La Terrasse to Bellevue, traversing the whole length of the main street; from Châteaucreux to Bellevue. Suburban services start from the Place Bellevue (Pl. B 5).

Information Bureaux. *Syndicat d'Initiative du Forez*, 3 Rue de la Préfecture (Pl. B 2), supplying the necessary introductions and guides for travellers who wish to visit the factories and mines.—P.L.M. Bureau at the Gare de Châteaucreux; also 2 Rue Balay and 1 Rue Robert.

United States Consulate, 5 Place de l'Hôtel-de-Ville.

History. The history of St-Etienne is bound up with its industrial development. As early as the 12th cent. the surface-beds of coal seem to have been used by the smiths of the Forez; but it was not until the 15th cent. that St-

Etienne appears to have become an industrial centre. The manufacture of ribbons, still an important trade in the district, was introduced by Gayotti of Bologna in the 15th cent.; the manufacture of firearms was started in the 16th cent., apparently under the patronage of Francis I; while the 19th cent. saw an immense development of coal-mining and of the manufacture of steel, the first steel-works having been founded in 1815 by an Englishman named Jackson. The production of tin-ware, bicycles and motor-cars, and glass, and dyeing are likewise industries of considerab e importance.

Besides the numerous great companies and important factories whose activities centre round St-Etienne, the 'small master,' working in his own house, is still o be found in considerable numbers in the industrial quarters. These domestic craftsmen are principally engaged in manufacturing ribbons and in turning out the beautifully designed and decorated small arms for which St-Etienne is famous. Interested visitors are cordially welcomed into these little workshops, as well as into the factories (comp. above), the 'Stéphanois' being noted for their friendly disposition.

The most animated quarter of the town extends from the *Préfecture* (Pl. B 2; 1898) to the *Place du Peuple* (Pl. B 3), the old flower-market. Between these points rises the heavy *Hôtel de Ville* of the Restoration period. Behind and above the Place du Peuple are the narrow streets of the old town, in the centre of which stands the old parish church of **St-Etienne** (Pl. B 2), a small Gothic building of the 14th cent., with a well-lighted choir. The fine W. doorway is of the 15th cent. Adjoining (36 Rue de la Bourse) is the *Chamber of Commerce*, with a decorated interior, and busts of the founders of the chief local industries. The **Palais des Arts** (Pl. B 3), built in 1860 on the slope of the Colline Ste-Barbe, farther S., contains an interesting Museum (open free Tues., Thurs., and Sun. 10–12 and 2–4 or 5), notable especially for its *Collection of Armour* (fine suit of armour worn by Francis I, in Room 2). The immense *National Arms Factory* (Pl. B, C 1; no adm.) is at the N. end of the town.

A pleasant excursion by road from St-Etienne ascends the valley of the Furan viâ *Valbenoîte*, a suburb with a disfigured abbey church, to (4½ m.) *Rochetaillée*, a picturesque old place built on a narrow ridge separating the Furan valley from that of the Janon, whose waters run into the Rhône. About 1½ m. upstream is the *Barrage du Gouffre-d'Enfer*, with the reservoir which supplies the town with water; 1½ m. farther up is a second reservoir.

From St-Etienne to Mont Pilat: A. By Railway. We follow the Lyons line to (10½ m.) *Grand'Croix* (see p. 33; reached also, but less conveniently, by light railway from the Gare Carnot). From Grand'Croix a light railway ascends S. viâ (1½ m.) *St-Paul-en-Jarez*, an old fortified place, and (11 m.) *Col de Pavezin* (2139 ft.; Hotel), to (16¾ m.) **Pélussin** (*Hôt. du Pilat*). A winding road ascends hence to (1½ m.) *Virieu-au-Mont-Pilat*, where it forks, each branch leading to the summit (c. 6 m.; the left branch is the shorter and steeper). This road is traversed in summer by autocars from Chavanay (p. 118).

We may go on by the light railway to (20½ m. from Grand' Croix) *Maclas* (Hôt. Moderne), on the good motor-road leading from (4½ m.) St-Pierre-de-Bœuf (p. 118) to (13½ m.) the summit, viâ *St-Julien-Molin-Molette* and *Le Montel*.

B. By Direct Road, 19½ m. Hotel-omnibus meets the principal trains at St-Etienne; daily motor service to Le Bessat.—4½ m. *Rochetail'ée*, see above.—7 m. *Le Bessat* (Inns) is a simple summer-resort.—19½ m. *Grand-Hôtel du Mont-Pilat* (4167 ft.), open June 15th–Sept. 15th, commands a wonderful view to the E., and stands c. ½ hr. below the chief summit of **Mont Pilat** (4482 ft.), called the *Crest de l'Œillon*. The prospect in every direction is remarkable, but most famous is the *View of the Alps from Mont Blanc to Mont Ventoux, to the E. The ascent may be made to *Chavanay* or *St-Pierre-de-Bœuf* (comp. above and p. 118), or to *Bourg-Argental* (p. 119).

From St-Etienne-Carnot another light railway plies to (8½ m. N.) *St-Héand.*

From St-Étienne to Le Puy, 53½ m. (86 km.) in 3 hrs. (26 fr. 45, 17 fr. 25, 10 fr. 90 c.). Beyond the suburban stations of *Le Clapier* and *Bellevue*, the line traverses a long tunnel (1¼ m.) and emerges in a colliery district.—5½ m. *La Ricamarie.*—7½ m. *Le Chambon-Feugerolles.* The Château de Feugerolles, 1⅞ m. S.E., dates partly from the 11th cent.—9½ m. (15 km.) **Firminy** (*Buffet; Hôt. du Pavillon;* tramway to St-Etienne) is an old colliery and steel-making town (17,379 inhab.) still preserving a town-gate and a mediæval church. Branch lines to St-Rambert-d'Albon (p. 118) and St-Just-sur-Loire (p. 212).—10½ m. *Fraisse-Unieux*, with the famous Holtzer steel-works. Beyond two tunnels we quit the smoke of the St-Etienne coalfield and reach the rural valley of the Loire.—12 m. (19 km.) **Le Pertuiset** (*Grand-Hôtel; Ollier;* tramway to St-Etienne) takes its name from the 'pertuis' or tunnel by which the road from Firminy enters the Loire valley. It is a favourite resort of the Stéphanois (comp. p. 213). A little upstream is the charming village of *Cornilion*, whose church (12th–15th cent.) stands within the ramparts of a 14–16th cent. castle. Inside it are three curious altar-fronts of Cordovan leather. The line ascends the Gorge of the Loire, a succession of wild defiles and fertile basins.—14 m. *Semène* (Inns) is at the mouth of the attractive river of that name.—16 m. *Aurec*, with a tower of the counts of Forez.—23 m. *Bas-Monistrol.* The station is halfway (2 m.) between (r.) *Bas-en-Basset* (pron. Bass; Hôt. des Voyageurs; omnibus 75 c.) and (l.) *Monistrol-sur-Loire* (Hôt. du Nord; omnibus 75 c.). At Bas (928 inhab.) is the fine Château de Rochebaron (15th cent.; view from the tower). Monistrol (2507 inhab.) has a curiously constructed church with a Romanesque nave, and two huge round towers of a castle of the bishops of Le Puy.—34½ m. *Retournac* has a Romanesque church restored in the 15th cent. We enter the Gorge of Chamalières, 1600 ft. deep.—35½ m. *Chamalières* has a very fine priory church (11–12th cent.) with a 12th cent. external altar-tomb, interesting wall-paintings, and a Romanesque stoup ornamented with statues. On the S. side are some remains of a cloister.—41 m. *Vorey*, at the junction of the Arzon with the Loire.—45 m. (74 km.) **La Voûte-sur-Loire** (*Hôt. Goutcyron; Key*) has a small Romanesque church. The fine château of *La Voûte-Polignac* (13th cent., rebuilt 1634), ¾ m. W., stands on a commanding site above the Loire. Railway to Dunières, see below.—53½ m. (86 km.) **Le Puy** (2067 ft.), see p. 239.

From La Voûte to Dunières, 33 m. (53 km.) by light railway.—We ascend the valley of Beaulieu, which soon becomes steep and narrow.—10 m. *Bessamorel* (2930 ft.) is the summit-level of the line.—14½ m. (23 km.) **Yssingeaux** (2820 ft.; *Modern-Hôtel; de l'Europe*), with 3251 inhab., stands on the Plateau du Mégal. The only interesting building in the town is the *Hôtel de Ville*, which occupies a battlemented and machicolated wing of a castle built in 1490 by Jehan de Bourbon, Bishop of Le Puy. The modern *Church* contains a Descent from the Cross, by Sigalon. Yssingeaux is the best starting-point for the ascent of the volcanic *Mégal* or *Testevoire* (4718 ft.), reached by a carriage-road to (7½ m.) *La Baraque*, 1 hr. below the summit.

Beyond Yssingeaux the railway descends steeply into the Lignon valley. At (18 m.) *Pont de l'Enceinte* the Lignon describes a huge loop whose isthmus is only a few yards wide. We leave the river and catch a glimpse of its pretty gorge.—22½ m. *Lapte* has a conspicuous modern church.—26¾ m. *Raucoules-Brossettes* and thence to (33 m.) *Dunières*, see p. 120.

From St-Etienne to *Clermont-Ferrand*, see below; to *Lyons*, see p. 33.

B. Viâ Clermont-Ferrand

Railway, 346 m. (557 km.), no through trains. From Paris to *Clermont-Ferrand*, see p. 218; thence to *St-Etienne*, 85 m. (137 km.) in 4–6 hrs. (42 fr. 15, 27 fr. 50, 17 fr. 35 c.); to *Thiers*, 24½ m. (39 km.) in 1¾–2 hrs. (12 fr., 7 fr. 85, 4 fr. 95 c.); to *Montbrison*, 64½ m. (104 km.) in 3–4¼ hrs. (32 fr., 20 fr. 90, 13 fr. 15 c.).

Road, 90 m. (145 km.; from Clermont-Ferrand).—16 m. (26 km.) *Lezoux* (p. 215).—25½ m. (41 km.) **Thiers** (p. 215).—58 m. (93 km.) *Boën* (p. 216).—67½ m., (109 km.) **Montbrison** (p. 216). 90 m. (145 km.) **St-Etienne** (p. 212).

LIBRAIRIE HACHETTE

Conservatoire
St Roch
Ancien Caserne
Caserne Rottier
Velodrome
Cimetière de Montmartre
Etablissement des Sourds-Muettes
Prison
Eglise de St Barnabé
Gare de Bellevue
Nicolas Chatte
le Rond-Point
Orphelinat
Rue Richard
Rue Montgrand
Rue Montesquieu
Cours Pierre Puget
Rue Thimonnier
Rue Nicolas Chatte
Rue Meolet
Rue Terrusse
Rue Breteuil
Rue Sylvabelle
Rue Emile Reymond
Rue Edouard Vaillant
Rue Denis-Papin
Rue Jean Onie
Rue Jean Onie
Rue Jean Onie

From Paris to *Clermont-Ferrand*, see Rte. 29. Quitting Clermont the line runs E. across the flat Limagne (p. 218) and crosses the Allier.—8 m. *Pont-du-Château* has a fortified church of the 13th cent. and interesting old houses.—10 m. *Vertaizon* is the junction for (5½ m.) **Billom** (*Hôt. des Voyageurs ; de la Croix-d'Or*), a sleepy little town (3220 inhab.) with two interesting churches. *St-Cerneuf*, dating mainly from the early 13th cent., contains in its apsidal chapels the tomb of Aycelin de Montaigu (d. 1318), founder of the Collège de Montaigu in Paris, and a fine 18th cent. lectern. *St-Loup* is a 14–15th cent. building with a graceful tower. Near St-Cerneuf are many old houses and a fine 16th cent. belfry.—Beyond Vertaizon the 13th cent. Tour de Courcour is prominent on the left.—15½ m. *Lezoux* (Hôt. de la Croix-d'Or), a centre of pottery-making in Gallo-Roman days, has a 12th cent. chapel (now an outbuilding of the Croix-d'Or) and a 15th cent. belfry.—21¾ m. (35 km.) **Pont-de-Dore** (*Buffet*) is the junction for Vichy and Le Puy (comp. p. 236). We follow the Vichy line as far as (23 m.) *Courty*, where we diverge to the right and ascend into the hills called the Bois Noirs (view on the right).

24¼ m. (39 km.) **THIERS** (*Hôt. de Paris et de l'Aigle d'Or*, Rue de Lyon; *Nouvel-Hôtel*, Place Belfort; *de la Gare*), situated above the right bank of the Durolle, is a miniature Sheffield (11,817 inhab.) without its smoke and dirt, the numerous cutlery factories in the valley being driven by water-power. Knives, needles, and scissors of all sorts are extensively manufactured, and the so-called 'Toledo blades' are nearly all made in the workshops of Thiers.

The Avenue de la Gare descends rapidly to the Place Belfort, the centre of the upper town, whence the Rue Conchette goes on down to the *Terrasse du Rempart*, a splendid view-point. The street on the left leads to the *Post Office* and the *Hôtel de Ville*, and the steep old Rue du Bourg, a turning off it on the right, descends to the so-called *Château du Piroux*, a fine old timbered house of the 15th century. In the street to the left is the *Maison des Sept Péchés Capitaux*, with quaintly carved beam-ends. On a slight eminence in front stands the church of **St-Genès**, a 12th cent. building much altered in the 13–14th cent. The outside of the S. transept, however, preserves its original decoration (1120). The nave floor has been raised; originally it ascended in a series of steps from W. to E., as is testified by the varying depths to which the piers have been buried. In the 1st chapel of the S. aisle are fragmentary mosaics from a 6th cent. church on this site; and the domed vault of the crossing and the Renaissance apse of the N. transept are likewise remarkable.—The Rue de la Coutellerie, continuing the descent, is lined with quaint old houses, most noteworthy

of which is No. 21, the *Maison de l'Homme des Bois*. The Rue du Quatre-Septembre goes on to the plain 15th cent. church of *St-Jean*, whose cemetery commands an abrupt view over the Durolle valley.

The 18th cent. Pont-St-Jean crosses the Durolle, whose course we follow to the right, passing many little water-driven factories, to reach the interesting but mutilated church of the **Abbaye du Moûtier,** an 11–12th cent. building with good capitals. The choir is now a carpenter's shop, and the 15th cent. *Abbey Gateway*, opposite the church, is now a dwelling. We may return to the town by a second bridge farther downstream and ascend by the curious old Rue Rouget-de-l'Isle, or we may mount the rocky **Gorge of the Durolle* to the spot known as the *Bout du Monde*, returning by the Route de Lyon.

Beyond Thiers the railway runs high above the Durolle, through tunnels and over viaducts.—27½ m. *St-Rémy-sur-Durolle* serves a village, 2½ m. N., occupied like Thiers in making cutlery.—Beyond (32¼ m.) *Chabreloche* we leave the Durolle and pass by a tunnel into the basin of the upper Loire.—38 m. *Noirétable* (2444 ft.; Tourist-Hôtel; du Commerce) is a summer resort amid the Monts du Forez. We descend the Auzon valley. On the right beyond (45½ m.) *St-Thurin* is the ruined castle of *St-Laurent-Rochefort*.—49 m. *L'Hôpital-sous-Rochefort* has a good 12–16th cent. church. —51½ m. (83 km.) **Sail-sous-Couzan** (*Hôt. des Roches ; du Nord*), a little spa noted for its bottled waters, lies beneath the picturesque castle of Couzan, among whose ruins is a 12th cent. chapel (restored).—54 km. (87 km.) **Boën** (*Hôt. Central ; du Nord*), pleasantly situated on the Lignon between plain and mountain, is the terminus of a light railway from Roanne (see p. 211). Less than 4 m. E., in the Lignon valley, is the **Château de la Bâtie*, a Renaissance mansion where Honoré d'Urfé (comp. p. 211) wrote the first French novel, 'L'Astrée,' in 1610–27. The book owes much of its merit to the graceful description of the Lignon and the pleasant country around.—On the left, farther on, is a hill bearing the 12–15th cent. priory church of *Montverdun*.—57¾ m. *Marcilly-le-Pavé*. On the right is the old castle of Marcilly, restored in the taste of the 19th cent.; on the left, the volcanic *Mont d'Uzore* (1772 ft.).—61½ m. *Champdieu* has a 12th cent. priory *Church, making up a fortified quadrangle with the rest of the monastic buildings (12–16th cent.).

64½ m. (104 km.) **MONTBRISON** (*Buffet ; Hôt. du Lion-d'Or et de la Cloche*, Quai des Eaux-Minérales; *de la Gare ; Terminus*), a quiet town (7544 inhab.), succeeded Feurs as the capital of the counts of Forez and was the chief town of the department of the Loire in 1801–56. The road from the station to the centre of the town brings us to the bank

of the Vizézy streamlet, whose quays are lined with old houses. Following the quay to the left, we reach the church of **Notre-Dame-d'Espérance**, a plain but imposing building founded early in the 13th cent., but not completed until c. 1500. The central doorway of the W. front is a good example of 15th cent. work, with an older Madonna (13th or 14th cent.) in its tympanum; on the N. side is a charming little 14th cent. porch. The spacious nave is lined with 15–16th cent. chapels; in the N. aisle are the 16th cent. *Chapelle St-Michel*, decorated with the arms of its founders, the Robertet family, and, at the E. end, the *Chapelle St-Aubrin*, dedicated to the patron saint of the town and containing the tomb of the learned lawyer Pierre du Vernet (d. 1363). On the left of the choir is the tombstone of Count Guy IV of Forez (d. 1239), founder of the church.

Behind the church is the ***Diana** (i.e. ' decania ' or deanery), a splendid 14th cent. hall decorated throughout with contemporary heraldic paintings, and now occupied by the Forez archæological society. Its two façades were restored by Viollet-le-Duc in 1866 with questionable taste. On the left, in a covered court, is a *Lapidary Museum*, with interesting fragments found in the neighbourhood. On the other side of the Vizézy the *Market*, the *Hôtel de Ville*, and the *Theatre* occupy the buildings of a Franciscan convent (13th, 15th, and 18th cent.), and on the left the Rue des Arches leads to the modern church of *St-Pierre* in the centre of a quarter rich in 15–18th cent. mansions. The old *Castle Hill* commands a good view of the town; on its reverse slope the *Palais de Justice* occupies the buildings of a convent of the Visitation.

The environs of Montbrison are attractive. Perhaps the pleasantest excursion is to follow the Vizézy valley upstream to (22 m.) *Chalmazel*, whence a return may be made to (9½ m.) *Sail-sous-Couzan* (p. 216). Another attractive road crosses the Monts du Forez viâ (14 m.) *St-Anthème* (Hôt. des Voyageurs) to (28 m.) *Ambert* (p. 236).—At *Moingt*, ½ m. S. of Montbrison, are considerable remains of a Roman station (? Aquæ Segetæ), a 14th cent. chapel, and the ruins of a castle (13th cent.) in the midst of which is a 12th cent. church.

From Montbrison to *Lyons* viâ Montrond, see p. 33.

69 m. *St-Romain-le-Puy* has a Romanesque priory church. —72 m. *Sury-le-Comtal*, with a fine church tower and a notable Renaissance château.—74 m. (119 km.) *Bonson* (1207 ft.) is important only as a railway junction.

From Bonson to Sembadel, 4½ m. (67 km.), railway in 3 hrs. (20 fr. 60, 13 fr. 45, 8 fr. 50 c.; through trains from St-Etienne).—The line ascends sharply, passing six small stations.—16¾ m. (27 km.) **St-Bonnet-le-Château** (2776 ft.; *Hôt. du Nord ; du Commerce*), one of the numerous halting-places of the relics of St. Bonnet during their translation from Lyons to Clermont, is noteworthy for its old houses (15–16th cent.), for the Louis-Quatorze decoration of its *Hospice Chapel*, for its *Collegiate Church* (15th cent. and Renaissance), and for the wide panorama commanded by the terrace beside the church.—20 m. *Estivareilles* has a bridge possibly of Roman workmanship.—25 m. *Usson-St-Pal* serves *Usson-en-Forez* (Grand-Hôtel; du Commerce) and (2½ m. S.) *St-Pal-de-Chalençon* (Hôt. du Midi), both with ruined fortifications and inter-

esting houses.—33 m. *Craponne-sur-Arzon* (3116 ft.; Hôt. Coudert; du Nord), a lace-making town (2129 inhab.; comp. p. 240) has an interesting 16th cent. church and a 13th cent. belfry. The ascent continues amid pastures and forests.—40½ m. *La Souchère-les-Bains* (3478 ft.) is a small watering-place noted for the purity of its air.—41½ m. *Sembadel*, see p. 238.

Beyond (75¾ m.) *Andrézieux* we enter the colliery district of St-Etienne.—77½ m. *St-Just-sur-Loire* and thence to (85 m., 137 km.) **St-Etienne,** see p. 212.

29. FROM ST. GERMAIN-DES-FOSSÉS (PARIS) TO CLERMONT-FERRAND

RAILWAY from St-Germain, 40¼ m. (65 km.) in 1½-2 hrs. (20 fr., 13 fr. 5, 8 fr. 20 c.); to *Riom*, 32½ m. (52 km.) in 7-8¼ hrs. (16 fr., 10 fr. 45, 6 fr. 60 c.); from Paris, see p. 208.

ROAD from Paris, 245 m. (394 km.).—To (185 m., 298 km.) **Moulins,** see the *Blue Guide to North-Eastern France*.—203½ m. (328 km.) *St-Pourçain* (p. 273).—219 m. (353 km.) *Gannat* (see below).—225 m. (362 km.) *Aigueperse* (see below).—235½ m. (379 km.) **Riom** (see below).—245 m. (394 km.) **Clermont-Ferrand** (p. 220).

St-Germain-des-Fossés, see p. 210 and the *Blue Guide to North-Eastern France*.—Beyond St-Germain we cross the Allier and enter the *Limagne*, a fertile plain, the bed of a prehistoric lake, which extends up the valley of the Allier as far as the gorge of Coudes.—15 m. (24 km.) **Gannat** (*Buffet ; Hôt. de France et Terminus ; de la Poste*) is a dreary little town (4078 inhab.), whose disproportionate but interesting *Church* has a 12th cent. ambulatory, a 13th cent. nave, and a 14–16th cent. choir. The gloomy *Castle* (no adm.) dates from the 15th cent.—Branch line to *Montluçon*, see p. 273.

On the right appears the church of *Montpensier*, on a hill formerly crowned by one of the strongest castles in Auvergne, where Louis VIII died in 1226. It was destroyed by Richelieu in 1633.—21½ m. (35 km.) **Aigueperse** (*Hôt. des Commerçants ; St-Louis*), the capital (1698 inhab.) of the old duchy of Montpensier, was the birthplace of the Chancellor de l'Hospital (1506–73), the great exponent of religious liberty, and of the Abbé Delille (1783–1813), a polished verse-maker, who translated Milton and Shakespeare into French. Aigueperse is notable for the beautiful 13th cent. *Choir of the church of *Notre-Dame*, on the right of which is a curious mortuary chapel of two stories (1515), and for the **Sainte-Chapelle* (1475), built by Louis I de Bourbon, Count of Montpensier.

About 3 m. N.E. is the *Château d'Effiat* (permission on application to view the exterior), the demesne of the Marquis d'Effiat (1581–1632), the ambassador who arranged the marriage of Charles I and Henrietta Maria. His son was the unfortunate Marquis de Cinq-Mars (1620–42), who, with his friend De Thou, was beheaded for conspiring with the King of Spain against Richelieu.—About 5 m. S.E. of Aigueperse is *Thuret*, with a beautiful priory church (12th cent.).

Beyond Aigueperse the famous Puys of Auvergne come into view on the right.—32½ m. (52 km.) **RIOM** (*Grand-Hôtel*,

Place Desaix; *de la Poste*, Place de la Halle-aux-Blés; *Courtin*, Rue du Commerce), once the capital of the Duchy of Auvergne, is now a quiet forgotten town (9782 inhab.) with grass-grown streets, whose stately derelict mansions are a witness of departed glories.

Riom is still the judicial capital of Auvergne and the Palais de Justice is its most notable building. It was the native town of Gregory of Tours (c. 538–594), the historian of the Franks.

The old town is encompassed by an oval of shady boulevards, at the E. end of which is the Place Desaix (bust of Gen. Desaix, p. 273), with the Promenade du Pré-Madame and the PALAIS DE JUSTICE, rebuilt in 1830. Visitors to the last are conducted by a caretaker.

Of the original 14th cent. building nothing remains but the charming **Sainte Chapelle*, which preserves three magnificent stained-glass windows (early 15th cent.) in its apse. In the Council Hall and President's Room are fine Flemish (Prodigal Son) and Beauvais (Story of Ulysses) tapestries of the time of Louis XIV.

In the Rue de l'Hôtel-de-Ville, which leads into the town, the *Hôtel de Chabrol-Volvic* is occupied by the MUSÉE MANDET (free Sun. and Thurs., 2–4; other days on application), a rather interesting collection of paintings, etc., including (1st floor, on the right) two canvases attributed to Frans Hals and Velazquez. Among other fine houses in the same street, all built in the sombre Volvic lava, are the *Hôtel Grangier de Cordès* (No. 20), the *Hôtel de Ville*, in a 16th cent. mansion, the *Hôtel de Sarrazin* (No. 29), and the *MAISON DES CONSULS (1527–31), a beautiful example of decorative domestic architecture. On the right, round the corner of the steep Rue de l'Horloge, is the 16th cent. *Tour de l'Horloge*, with a list of the houses best worth seeing in Riom. The finest house in this street is No. 12, the *Hôtel Guimonneau* (ring for admission).

At the W. end of the main street is the church of ST-AMABLE, begun in 1120 but much altered. The transepts are mainly original (the central tower is a modern reconstruction); the choir shows the influence of French Gothic (13th cent.), while the nave was much altered in the 18th cent. and provided with a new façade (1747). There are good stalls in the sacristy. From the 18th cent. Place de la Fédération, in front of the church, a turning on the left leads to the 17th cent. *Fontaine d'Adam et Eve* in the Rue de Mozac.—In the Rue du Commerce, opposite the Rue de l'Horloge, is *Notre-Dame du Marthuret*, a 15th cent. church with a good Flamboyant façade.

The Rue du Faubourg-de-Mozac, the continuation of the Rue de Mozac beyond the W. boulevard, leads through squalid suburbs to (nearly 1 m.) the Benedictine **Abbey Church* of **Mozac.** This remarkable 12th cent. building contains some of the most beautiful capitals in Auvergne, including two that have been spared from a partly filled-in crypt (8th cent. ?). The *Shrine of St. Calminus, in the S. transept, is a fine specimen of Limoges enamel-work (1261).

From Riom to Châtel-Guyon, 5 m. (8 km.), railway in 20 min. (through trains from Paris in the season).—1¾ m. *Mozac*, see p. 219.

5 m. (8 km.) **Châtel-Guyon,** a favourite watering-place on the ' Route Thermale ' (see p. 235), owes its name to a castle built in 1195 by Guy II of Auvergne. The present spa was founded in 1817.

Hotels (open June 30th–Sept. 11th): 1st class, Du Parc, Splendid et Nouvel-Hôtel, R. 25–30, D. 20–30, pens. 60 fr.; Continental, D. 18, pens. 35 fr.; Grand-Hôtel; Palace-Hôtel-Barthélemy.—Less expensive: Castel-Régina, de Paris, Royal, des Nations, Thermalia, des Sources, R. 12, D. 12, pens. 25–30 fr.—Simpler: Médicis; des Rochers et Montroy (open always); Terminus; du Commerce, D. 7, pens. 18 fr.; de la Station. Numerous Pensions.

Autocars. Châtel-Guyon is on the P.L.M. ' Route Thermale,' see p. 235.

Post Office and Syndicat d'Initiative, Rue de la Poste.

The waters of Châtel-Guyon are rich in magnesium chloride and are used both internally and externally. The principal buildings of the spa are the *Grands-Thermes* and the *Etablissement Henry*. The Casino and Theatre are adjoining. Above the pleasant park is the *Colline du Chalusset*, commanding a wide view. The old parish church contains a 17th cent. altar-piece; above it is another good view-point.—Road to Volvic, see below.

From Riom to Volvic, 5 m. (8 km.), light railway in 25 min.—2½ m. *Marsat*.—5 m. **Volvic-Bourg** (*Hôt. du Commerce; de la Nugère*) is a small town (1683 inhab.), famous since the 13th cent. for its quarries in the dark grey lava-stream of La Nugère. The *Church* (nave rebuilt) has a fine 11th cent. choir and 12th cent. transepts. To the N. (20 min.) is the *Château de Tournoël* (visitors admitted), an interesting building of the 13th and 16th centuries. The road to Châtel-Guyon crosses the mouth of the picturesque *Gorge of Enval*.—The light railway goes on to *Volvic-Gare* (Orléans railway, see p. 275).

At *Ennezat*, 5½ m. E. of Riom, on the road to Maringues, is a beautiful *Church with a 12th cent. nave preceded by a narthex, and a 14th cent. choir.

36½ m. *Gerzat* has a late 12th cent. church. A branch line runs hence to (12½ m.) *Maringues* (Hôt. du Globe), with picturesque abandoned tanneries on the banks of the Morge, and a 12th and 16th cent. church.—The imposing mass of the Puy de Dôme dominates the landscape on the right.

40½ m. (65 km.) **CLERMONT-FERRAND,** the chief town (71,736 inhab.) of the department of the *Puy-de-Dôme*, is a university town, the seat of a bishop, and an important industrial centre. It lies at the foot of the Puy de Dôme at the S.W. end of the plain of the Limagne, shut in by hills on three sides. Around the grim old Auvergnat city on a hill clusters a cheerful modern town with broad boulevards. The N.E. and N.W. quarters are devoted to the india-rubber industry, and to the E. are large barracks. Like many other towns in Auvergne, Clermont includes some fine old houses, whose charms are usually best viewed from their interior

courts.—The principal industry of Clermont is the manufacture of heavy rubber goods, especially motor-tyres (Michelin, Bergougnan, Torilhon). The manufactures of chemicals, clothing, and boots are likewise important.

Railway Stations. *Gare du P.L.M. et du P.O.* (Pl. D 3) for all main line services. *Gare des Quatre-Routes*, N.W. of the town, for the Puy-de-Dôme railway, connected with the Place de Jaude by the Durtol electric tramway.

Hotels. GRAND-HÔTEL ET DE LA POSTE (Pl. a; B 2), a large establishment in the Place de Jaude, R. 16, D. 14, pens. 40 fr.; DE L'UNIVERS (Pl. b; B 2), Place de Jaude, R. 12, D. 12, pens. 35 fr.; TERMINUS ET TOURING-HÔTEL (Pl. c; D 3), opposite the station; DE LYON (Pl. d; A 2), Place de Jaude, R. 15, D. 10, pens. 35 fr.; DU GLOBE, DU MIDI, opposite the station, R. 10, D. 9 fr.; DES MINIMES, Rue des Minimes (Pl. A 2), off the Place de Jaude; DU LOUVRE, Rue du Théâtre.

Restaurants. **Au Gastronome*, old-established, 14 Place Royale (Pl. B 2), on the first floor; *Café de Paris*, Place de Jaude; *Café du Globe*, Boul. Desaix (Pl. B 2); *Brasserie de Strasbourg*, Av. des Etats-Unis (Pl. B 2).

Cafés in the Place de Jaude.—TEA ROOMS. *Marquise de Sévigné*, *Trianon*, Rue du Onze-Novembre; *Ventadour*, beneath the theatre and in the Place Royale.

Post Office (Pl. B 1), Place Gilbert-Gaillard.—SYNDICAT D'INITIATIVE, 4 Place de Jaude, where motor-cars for excursions may be hired.

Electric Tramways from the Place de Jaude to *Royat* (40 c.), and to *Durtol* viâ Quatre-Routes; from the Place Gaillard to *Montferrand* (30 c.); from the station to the Place de Jaude, etc.—AUTOCARS. 'Route Thermale,' see p. 235.

History. The Gaulish centre of Auvergne was at Gergovia (p. 226), but the Roman settlement, *Augustonemetum*, on the site of Clermont, grew to such importance that in the 4th cent. it was called *Civitas Arvernorum*. In 1095, at the Council of Clermont, Peter the Hermit preached the First Crusade to an enthusiastic audience of the prelates of France. The bishops of Clermont were ever at daggers drawn with the counts of Auvergne, and obtained complete mastery of their city only by the intervention of Louis the Fat. Clermont became the capital of the province of Auvergne under the French crown, and in 1731, with the absorption of Montferrand (p. 223), assumed the official title of Clermont-Ferrand.

Blaise Pascal (1623–62) is the most illustrious native of Clermont and the noble Vercingetorix, the hero of the Gauls' struggle for independence, was probably born in the neighbourhood. Sidonius Apollinaris (c. 460), the satirical writer, and J. B. Massillon (d. 1772) are notable among the bishops of Clermont.

The station (Pl. D 3) is in the new S.W. quarter of the town. The centre of the life of Clermont (tramway from the station) is the PLACE DE JAUDE (Pl. A, B 2), a large open space at the E. foot of the hill on which the old town stands. Around it stand the principal hotels and cafés, the *Theatre*, and the church of *St-Pierre-les-Minimes* (1630), whose choir contains the well-carved stalls and screen made by Sureau (1736) for the Franciscan church (see below). In the middle of the square is a statue of Vercingetorix, by Bartholdi (1903).

The quarter to the S. and W. is uninteresting except for the remains of the *Château de Salles* (Pl. A 2), and a 13th cent. chapel, a relic of the Franciscan church, in the Rue Eugène-Gilbert, which shows the tenacity of the Romanesque building tradition in Auvergne.—To the N. are the curious *Petrifying Springs of St-Alyre* (Pl. B 1), which cover with an incrustation of lime carbonate all objects immersed in them.

Leaving the Place de Jaude by the Rue du Onze-Novembre, we turn to the right up the Rue des Gras, at the end of which appears the cathedral. An alley on the left leads to the Marché St-Pierre, in which is a 13th cent. house, and on the same side is the *Maison des Architectes* (No. 34), built in 1560 and now containing a good local Museum (adm. 10–12, 2–5 in summer, 1 fr.; 10–12, 2–4 in winter, free).

Ground Floor. Views of Montferrand, furniture and *Locks.—First Floor. Reproduction of an Auvergnat tavern.—Second Floor. 16th cent. triptych; two rooms containing souvenirs of Pascal (p. 221) and Desaix (p. 273) and a room of local costumes.

No. 22, farther up, has a good 16th cent. door in its courtyard. No. 3 in the parallel Rue des Chaussetiers is the *Maison Savaron*, built in 1530. Opposite the cathedral is a modern house on the site of the birthplace of Pascal (p. 221).

The ***Cathedral** (Pl. B 2; *Notre-Dame*), the finest Gothic building in Auvergne, is built of the prevalent dark grey lava of Volvic (p. 220).

The present structure was begun in 1248 on the site of a Romanesque church whose crypt survives. The choir was finished in 1287; the building of the transepts and nave went on into the 14th cent.; and the two W. bays, with the W. front and the spires, were added by Viollet-le-Duc in 1855.—The exterior is not very striking, except for the N. transeptal doorway, which has good, though mutilated, sculptures, and is surmounted by a watch-tower.

The double-aisled nave is noteworthy for the extreme slenderness of its piers, made possible by the strength of the Volvic stone; the triforium is well designed. The rose-windows of the transepts describe a circle within a square. The choir is distinguished by the fine 13th cent. stained-glass in its chapels. Facing the 2nd chapel from the right is a painting of the lives of SS. Crispin and Crispinian, presented by the Shoemakers' Guild; 6th chap., 15th cent. funerary frescoes; 7th chap., Altar made of a 6th cent. sarcophagus; 10th chap., 13th cent. frescoes of St. George and a battle-scene. The entrance to the sacristy is a fine 15th cent. doorway.

To the S. of the cathedral a fountain with a statue of Pope Urban II commemorates the First Crusade (comp. p. 221). Farther on is the Flamboyant church of *St-Genès* (Pl. B 2).—In the Rue Pascal, behind the cathedral, are several old houses; the street ends at the Rue du Port, which we follow to the right to reach the church of ***Notre-Dame-du-Port** (Pl. C 2), a famous example of the Romanesque art of Auvergne.

The building of the church went on throughout the 12th cent., and except for the addition of the two towers (19th cent.) in tolerable imitation of the original style, the structure stands much as it did in 1200. The exterior of the apse, with its four radiating chapels and typical black-and-white patterning, is perhaps the most interesting part of the building. The sculptures of the S. door are likewise remarkable,

as are the capitals of the choir and the vaulting of the cupola within. In the crypt is a much-venerated Black Virgin (14th cent.).

At the other end of the Rue du Port are several interesting houses, notably Nos. 29 and 23; in the courtyard of No. 1 Rue des Grands-Jours, just N. of the cathedral, is a fine 16th cent. doorway.

The Rue du Port ends in the Place Delille, whence the Boul. Trudaine (r.) leads S. At the cross-roads formed by the junction of this boulevard with the Av. Carnot and the Cours Sablon is the *Fontaine d'Amboise*, a beautiful Renaissance fountain set up by Bp. Jacques d'Amboise in 1515. The Cours Sablon ends at the *Jardin Lecoq* (Pl. B 3), a pleasant botanic garden, in one corner of which are the headquarters of the *University*. In the Boul. Lafayette, which skirts the N. side of the garden, is the *Library*, containing a 12th cent. illuminated Bible, the Register of the Inquisition of Carcassonne (13th cent.), and other interesting volumes; opposite is the *Musée Lecoq* (Natural History and Geology). Farther along the boulevard stands the **Musée d'Art et d'Archéologie** (Pl. B 3; adm. free Sun. and Thurs. 10–12 and 2–4, other days, except Mon., on application).

Ground Floor. Room 1 (right). Water-colours by *Jules Laurens*.—R. 2. Arms and armour; bust of the Comtesse Desaix as a girl, by *Chinard*.—R. 3. In the centre, leather *Coffer, a finely-worked specimen of 15th cent. French art (1483); in the glass cases: (l.) carved wood and ivory, including a 12th cent. éléfant, a 14th cent despatch-box, and an abbot's crozier from Manglieu; (r.) Limoges *Enamels, dinanderie, and glass. A third case contains porcelain.—RR. 4, 5. Gothic and Romanesque sculpture; painted 13th cent. door from the sacristy of Ennezat.—On the staircase is a charming bronze statuette of Mercury from the summit of the Puy de Dôme.

First Floor. Paintings. Room 2 (right). *Garofalo*, Holy Family; *Romouts*, Dentist.—R. 3. Armchairs of Beauvais tapestry from the bishop's palace; *Debat-Ponson*, Gate of the Louvre at the Massacre of St. Bartholomew; *Schenck*, Sudden storm.—R. 4. *Rigaud*, Portraits of the artist and of Puget; *Vallet*, Louis XVI.—Basement. Prehistoric and Gallo-Roman collections.

Environs of Clermont-Ferrand

Montferrand, reached by tramway from the Place Gaillard every 5 min., is a dead city (c. 3000 inhab.), about 1 m. N.E. of Clermont, to which it was administratively united in 1731. It is noteworthy for its magnificent series of ancient *Mansions, the homes of its vanished aristocracy. Tickets to view these (1 fr. 50) are obtained from the Syndicat des Propriétaires, opposite the church. The church of Notre-Dame, begun in the 13th cent. and finished in the 16th cent., is notable for its Flamboyant W. front and for its splendid carved *Altar-pieces (17th cent.) of unknown origin. The best of the old houses are in the streets round the church and in the Rue de la Rodade, from the farther end of which we may obtain a fine *View of Clermont.

From Clermont-Ferrand to Royat. A. By railway, see p. 275; B. By tramway from the Place de Jaude, 1½ m. (40 c.).—The tramway traverses the industrial suburb of

Chamalières (5502 inhab.). To the right of the line is the 11–12th cent. church, disfigured in the 17th cent., but still interesting. In the narthex are two antique columns with 10th cent. capitals. On the left are the note-printing works of the Banque de France. Beyond Chamalières the line ascends steeply.

1½ m. (2½ km.) **ROYAT**, one of the famous spas of France (2111 inhab.), is pleasantly situated in the valley of the Tiretaine, on the lower slopes of the Monts Dôme. The old village of Royat stands some little distance above the modern spa with its luxurious hotels and shops. The railway station (through trains from Paris in the season, May–Sept.) is lower down, to the S.E.

Hotels (open during the season). 1st class: GRAND HÔTEL ET MAJESTIC (Pl. a; D 2), 250 rooms, with a large park and tennis courts, pens. 75 fr.; ROYAT-PALACE (Pl. b; C 2), 200 rooms, pens. 65 fr.; DE LA BELLE-MEUNIÈRE, Av. de la Vallée, with good cuisine, pens. 70 fr.—Less expensive: THERMAL (Pl. e; C 2), pens. 40 fr.; PARC ET MÉTROPOLE (Pl. f; C 2), pens. 50 fr.; CASTEL-HÔTEL, REGINA, DE LA PAIX, VICTORIA ET DE NICE, all in the Boul. Bazin, pens. 40 fr.; RICHELIEU, DE FRANCE ET D'ANGLETERRE, CÉSAR, all in the Av. de la Vallée; DE L'EUROPE, CENTRAL, pens. 28 fr., TERMINUS, pens. 20 fr., open all the year.—Simpler: ST-MART (Pl. d; D 1); DES SOURCES, pens. 35 fr., DU LOUVRE, Av. de la Vallée, R. 12, D. 12, pens. 30 fr.; DE LYON, Boul. Bazin.

Restaurants. *De la Belle-Meunière* (de luxe), Av. de la Vallée; *Excelsior*, at the Hôt. Richelieu; *La Portinière*, facing the park.

Post Office (Pl. 7; C 2) in the Nouveau Parc.—SYNDICAT D'INITIATIVE, in the same building.

The springs of Royat were known in Roman days, but it was not until 1823 that their merits were rediscovered. There are now five springs in use, of which four are warm (82–95° Fahr.), while all are rich in carbonic acid and contain salts of sodium, iron, and arsenic. They are especially prescribed for arterial troubles, and are taken principally in the form of baths.

The *Etablissement Thermal* (Pl. 5; C 1), enlarged in 1914, faces the *Park*, in which are the *Casino* and *Theatre*. Higher up is the *Parc Magnin*, and lower down, almost beneath the railway viaduct, are some remains of the *Roman Baths* (Pl. 13; C 1). On the other side of the viaduct is the *Grotte du Chien* (Pl. 12; D 1), so called from its powerful emanation of carbon dioxide which rises to a sufficient height above the ground to asphyxiate a dog, though a man standing upright can breathe freely.

Higher up the valley is the old village of *Vieux Royat*, notable for the remarkable fortified church of **St-Léger** (Pl. 1; A 2, 3), a cruciform building of the 11–12th cent., with battlements added in the 13th. The central tower and most of the battlements, however, are modern restorations.

Near the church are some remains of a *Priory* (12th and 15th cent.), now the priest's residence, and a *Cross* of 1486. Half-way down the road to the spa is the *Chocolaterie* (Pl. B 2; adm. 9–11 and 2–5; tea-room), whose wares are of high repute.

Among the pleasant short excursions from Royat the following may be mentioned. The *Puy de Montaudou* (1942 ft.) is ascended in ¾ hr. viâ (25 min. motor-omnibus in the season) the *Parc Bargoin* (Pl. D 3).—Other ascents include the *Puy de Chateix* (2240 ft.; 25 min. N.W.); the *Puy de Charade* (2976 ft.;

A
B
Boulevard Lavoisier
Usine Bergougnan
Av. Berthelot
Av. du Puy-de-Dôme
Fontaine d'Alyre
ou Grotte du Pt Nature
Ruisseau de Blanzat
Poids Publics
Marché au Bois et aux Cuirs
Place Gaillard
Rue de la Garde
Rue de la Mordade
Rue St Clermont
Grotte du Pérou
Pl. St Georges
Rue de Blanzat
Egl. St Eutrope
Pl. de la Liberté
Rue Ste Rose
Rue de Montgiève
Rue André Dumont
Hôpital des Vieillards
Synagogue
Pl. du Champgil
Ecole Pratique de Commerce et d'Ind.
Temple Protestant
Postes Télégr.
Rue du Port
Rue du Pont Naturel
Rue Gabriel Péri
Rue Bergier
Rue du Port
Av. de Royat
R.N.141
Av. de Conservatoire
Royat
Temple Protestant
Rue St Dominique
Rue St Genès
Rue du Pt Neuf
Marché St Pierre
Rue des Gras
Rue Lamartine
Rue Rameau
Rue Blatin
Mont commémoratif de 1789
St Pierre des Minimes
Ancien Cheu des Salles
Vercingétorix
Théâtre
Maison dit de Pascal
Cathédrale
Hôtel de Ville
Bourse
Palais de Justice
Evêché
Préfecture
Mont des Croisades
Facultés & Lettres Annexe (Ancien Evêché)
Postes, Télégr.
Synd. d'Initiative
Lycée Blaise Pascal
Ecole Nle des Arts
Ecole de Droit
Quartier Général
Fontaine d'Amboise
Postes Télég
Cercle Militai
Banque de France
Musée
Musée Lecoq
Bibliothèque
Hôtel des Etats Majors
Hôtel-Dieu
Maternité
Palais des Facultés
Jardin Lecoq
Jardin Botanique
Gendarmerie
Puits Artésien
Ecole Primre Supre de Filles
Rue de Boissédour
Place Gambetta
Rue de Beaumont
Av. de Rabanesse
Av. Vercingétorix
Rue Bonnabaud
Rue Jolie
Rue Gilbert
Rue Raymond Poincaré
Rue de Lagarlaye
Rue Pierre Curie
Rue Ballainvilliers
Rue Bargoin
Rue Jacques d'Amboise
Rue Lafayette
Rue Basset
Quartier Gribeauval
Av. de Gergovia
R.N.9
Ruisseau des Tanneurs
Tanneurs
Nord
Av. de Royat
R.N.89
Le Mont-Dore
Tulle
ROYAT
Gare
Chaîne de Bellevue
CHAM
Mont Royal
Chaîne de Bellevue

12-29 Imp. Dufrénoy. Paris.

2½ hrs. S.W.) viâ the *Château de Charade* (Hôt.-Pens. June–Sept.); the *Puy de Gravenoire* (2700 ft.; 2 hrs. S.S.W.) viâ the Parc Bargoin; etc. For excursions to the Puy de Dôme, Gergovie, and other trips among the Monts Dôme, see below.

The *Puy de Dôme, the highest and most famous of the volcanic *Monts Dôme*, is ascended by a rack-and-pinion railway from Clermont. Two carriage roads ascend its slopes as far as the Col de Ceyssat, and their prolongation thence to the summit will probably be opened in 1926.

By Railway, 2 or 3 times daily (June–Sept.) in 1½ hr. (14 fr., return 20 fr.). The rack-and-pinion railway, connected by tramway (p. 221) with the Place de Jaude, starts from *Quatre-Routes*, on the Volvic road.—4½ m. *La Baraque;* 5½ m. *La Font-de-l'Arbre* (see below).—6½ m. *Bois des Charmes*, for Montrodeix (see below).—9½ m. (15 km.) *Sommet du Puy-de-Dôme.*

By Road: A. Viâ La Baraque, 8 m. (13 km.). Following the Rue de Fontgiève and the Av. du Puy-de-Dôme (Pl. A 1), we join the light railway at the *Quatre-Routes* station and follow its line (fine retrospect), crossing the railway to Tulle near Durtol station. On the right, higher up, is the Château de Pignol, the property of M. Michelin.—4½ m. *La Baraque* (2570 ft.; Hôt. du Mont-Dore), built on a lava-flow descending from the *Puy de Pariou* (p. 226), is the point from which the dome-like shape of the great puy is most apparent. The road to Pontgibaud diverges on the right. At (5½ m.) *La Font-de-l'Arbre* (2694 ft.) we join the road from Royat (see below); on the left is the ruined castle of *Montrodeix*. We soon leave the railway which ascends the final slopes in a spiral curve.—8 m. *Col de Ceyssat* (3537 ft.; Inn in summer), the pass between the Puy de Dôme and the *Puy des Gromanaux* (3720 ft.). The road goes on to Ceyssat and the Sioule valley. A zigzag path of Gallo-Roman origin ascends the wooded slopes to (50 min.) the summit.

B. Viâ Royat, 7½ m. (12 km.). The road to Royat follows the tramway from the Place de Jaude. Keeping straight on at the tramway terminus we turn to the left beyond the church and then to the right.—3¾ m. *Fontanat*, a picturesque hamlet named after its copious springs. We join the other road at (5 m.) *La Font-de-l'Arbre* (see above.)

The summit of the **Puy de Dôme** (4807 ft.; small restaurants in summer), commanding a wonderful view (see below), was a place of some importance in Gallo-Roman days, and excavations since 1873 have laid bare the ruins of a *Temple of Mercury* and its dependencies, built of trachyte, without cement but carefully worked. To the S. the outbuildings seem to have been extended to form a series of terraces and staircases. Most of the interesting relics found on the site are in the basement of the museum at Clermont. Visitors may mount to the platform of the *Observatory*.

The Puy de Dôme, a rounded mass of porous trachyte, called 'domite,' differs from most of the other puys in having no crater. Its volcanic mass hardened at once after being thrown up, and has retained its shape almost perfectly. The *View is extensive; in the foreground are fifty or more of the characteristic crater-like puys interspersed with greyish lava-flows. To the S. and S.E. are the Cantal and Velay mountains; to the E. lie Clermont and the Limagne, backed by the hills of Livradois and Forez, and the Montagne de la Madeleine. In clear weather Mont Blanc is said to be visible over the Monts du Forez.

The descent from the Puy de Dôme should be made by

the N.E. slope to allow of a visit to the *Petit Puy de Dôme* (4259 ft.), which has two craters, one a very regular and typical example, called the Nid de la Poule. The descent from the valley between the two puys is obvious.

From Clermont to Pontgibaud by road 14¼ m. (23 km.), an interesting passage through the 'puy' country.—To (4½ m.) La Baraque, see p. 225.—6½ m. *Fontaine du Berger* is at the foot of the *Puy de Pariou* (3976 ft.; 40 min.), notable for its unusually fine crater (315 ft. deep).—7¾ m. *Col des Goules* (3310 ft.) behind which is the *Grand Sarcouy* (3763 ft.), craterless, like the Puy de Dôme.—9 m. Cross-roads; on the right is the *Puy Chopine* (3875 ft.), on the left a road leading to the wild *Puy de Côme* (4118 ft.), whose enormous lava-flow, or 'cheïre,' we skirt, near the hamlet of (10¼ m.) *Les Roches*. The road descends rapidly between masses of lava.—14¼ m. *Pontgibaud*, see p. 275.

From Clermont to Gergovie, 8½ m. (14 km.), by road.—We leave Clermont by the Av. de Beaumont (Pl. A 4), which leads straight to (1¾ m.) *Beaumont*, an old village with two churches (12th and 13th cent.). On the right rises *Mont Rognon* (1880 ft.; view) crowned by a 13th cent. tower. We bear to the left for (3¾ m.) *Romagnat*, whence a direct footpath ascends to (¼ hr.) the Col des Goules. The road goes on viâ (5½ m.) *Opme*, where it turns to the left for (7¾ m.) the *Col des Goules*. Hence a climb of 20 min. brings us to the plateau. The **Plateau de Gergovie,** a rectangular mass of basalt, steeply scarped on all sides, was the site of the Gaulish oppidum *Gergovia*, where Julius Cæsar met with his first reverse in Gaul (53 B.C.), at the hands of Vercingetorix, and narrowly escaped capture. Practically no trace of the settlement remains above ground except the rectangular arrangement of the field-paths. A rude stone monument commemorates the Gallic chieftain. We may descend to the village of Gergovie and return to Clermont by the Issoire road.

From Clermont by road to *Le Mont-Dore* and *La Bourboule*, see p. 263; to *Vichy*, see p. 235; by rail to *Lapeyrouse*, see p. 273; to *Nîmes*, see Rte. 30; to *Paris*, see Rte. 28; to *Périgueux* and *Bordeaux*, see Rte. 37; to *St-Etienne*, see Rte. 23.

30. FROM CLERMONT-FERRAND TO NÎMES

Railway, 188¾ m. (304 km.) in 9–12 hrs. (93 fr. 50, 61 fr. 5, 38 fr. 45 c.); to *Issoire*, 21¾ m. (35 km.) in 40–60 min. (10 fr. 75, 7 fr. 5, 4 fr. 40 c.); to *Brioude*, 43½ m. (70 km.) in 1¾–2½ hrs. (21 fr. 55, 14 fr. 5, 8 fr. 85 c.); to *Alais*, 158½ m. (255 km.) in 8–10 hrs. (78 fr. 40, 51 fr. 20, 32 fr. 25 c.).

Road. 201¼ m. (324 km.)—21 m. (34 km.) **Issoire** (p. 227).—33½ m. (54 km.) *Lempdes* (p. 268).—42¾ m. (69 km.) **Brioude** (p. 229).—52 m. *Paulhaguet* (p. 229).—82 m. (132 km.) **Le Puy** (p. 239).—108¾ m. *Langogne* (p. 230).—*Villefort* (p. 230).—162 m. *Génolhac* (p. 231).—172 m. (277 km.) **Alais** (p. 231).—From Alais there are two routes: viâ (192½ m.) *Nozières* to (201¼ m., 324 km.) **Nîmes,** or viâ (189½ m.) *Lédignan* to (201¾ m., 325 km.) **Nîmes** (p. 122).—An alternative road, diverging on the right at *Lempdes*, runs thence to **Florac** (see p. 268), a convenient point for visiting the Tarn Gorge (p. 249). From Florac the road runs viâ (50 m.) *Anduze* to (57 m., 92 km.) **Nîmes.**

Clermont-Ferrand, see p. 220. On quitting the station we have a fine view on the right of the town backed by the Puy de Dôme, and, farther on, of Mont Rognon and the Plateau de Gergovie.—5 m. *Sarlièvе-Cournon*. At Cournon, 1½ m. S.E., is an 11th cent. church.—Beyond (6¼ m.) *Le Cendre-Orcet* we cross the Auzon and approach the Allier.—9¼ m. *Les Martres-de-Veyre*.

A road to the right leads to (1½ m.) *Veyre-Monton*, partly built on the Puy de Monton, with dwellings hollowed in the rock, and thence to (6¼ m.) *St-Saturnin* with a fine 12th cent. *Church and a 15th cent. castle.—In the other direction, beyond the Allier, is (3½ m.) *Busséol* with an imposing ruined castle (1170).

11 m. (18 km.) **Vic-le-Comte,** 2½ m. S.W. of its station, possesses a curious **Sainte-Chapelle* (now the parish church), built in 1510 by the Duke of Albany (John Stewart, regent of Scotland during the minority of James V), who bore the title of Comte d'Auvergne. It is a remarkable type of the transition from Gothic to Renaissance architecture. The interior is notable for a wide balustraded gallery with statues of Apostles, and for its contemporary glass.—15½ m. *Coudes-Champeix*. Coudes (Hôt. Courmiex; de la Gare; des Voyageurs, at the station) is frequented as a fishing-resort (excellent salmon in the Allier and the Couze). Champeix (4½ m. S.W.) is on the road from Issoire to St-Nectaire (see below).

21¾ m. (35 km.) **Issoire** (*Buvette ; Hôt. de la Poste ; de Paris*) is a pleasant little town (5457 inhab.) of Gallo-Roman origin (Iciodorum). As a refuge of the Huguenots it was completely destroyed in 1577 by the Duc d'Alençon, and a pillar erected on its site bore the grim inscription : 'ici fut Issoire.' The only building spared was the *Abbey Church, originally dedicated to St-Austremoine (Strymonius), its founder, but known since 1577 as St-Paul, the title of the destroyed parish church. This is a magnificent specimen of 12th cent. Auvergnat art, resembling Notre-Dame-du-Port (p. 222) in plan, except for the unusual addition of a square E. chapel. The façade and the towers are inoffensive modern reconstructions, but the interior is spoilt by the hideous paint-work in the nave. The choir is remarkable for its storied *Capitals.

From Issoire to St-Nectaire and Besse, 26 m. (42 km.), motor-omnibus daily (June 1st–Sept. 25th) in 2¼ hrs. (18 fr., return 32 fr.); to *St-Nectaire* in 1¼ hr. (11 fr., return 20 fr.). We leave on the right the village of *Pradines* and the debris of a huge landslip of 1733.—7½ m. *Champeix* (Hôt. du Centre), stands on the Couze de Besse at the junction of the road from Clermont.—9¼ m. *Montaigut-le-Blanc* (Hôt. Bonjean) is dominated by its 12–15th cent. castle. The valley narrows into a gorge.—12½ m. *Verrières*.—15¼ m. *St-Nectaire-le-Bas* (2395 ft.).—16 m. *St-Nectaire-le-Haut* (2620 ft.).

ST-NECTAIRE (1100 inhab.), standing in the sheltered valley of the Courançon, is well known both for its merits as a watering-place and for its remarkable old church. It consists of two distinct groups of houses (St-Nectaire-le-Bas, with most of the hotels, and St-Nectaire-le-Haut, the old village). Season from May 15th to Oct. 1st.

Hotels. 1st class, Des Bains-Romains, 100 R., R. 25, D. 20, pens. 50 fr.; Du Parc, 100 R., R. 15, D. 18, pens. 45 fr.; less expensive: De Paris, 100 R., R. 12, D. 14, pens. 30 fr.; des Thermes; Moderne; Florence, R. 6, D. 10, pens. 22 fr.; all the above in the lower town. Du Mont-Cornadore, D. 15, pens. 40 fr.; de France, R. 7, D. 9, pens. 19 fr.; these two in the upper town. De l'Univers, des Voyageurs, two

simpler houses in the lower town, R. 10, D. 10, pens. 22 fr.

Autocars in the season to Issoire (see above), Murols and Besse, and Lac Chambon (see below), Clermont-Ferrand (p.220), and Le Mont-Dore (p.263).

Casino, with concerts and cinema, and a park with tennis-courts, open during the season.

Syndicat d'Initiative, Villa St-Hubert.

In St-Nectaire-le-Bas are the two chief Etablissements, the *Bains-Romains* and the *Grands-Thermes*, with warm springs (64–93° Fahr.) of complex composition. About ⅔ m. farther on is St-Nectaire-le-Haut, with the *Etablissement du Mont-Cornadore*. On the right is the old village clustering round the conspicuous *Church, a gem of Romanesque architecture. As in most other churches in the district, the towers are modern, but the narthex, with its foliated capitals, is original. Within is a famous series of storied *Capitals, naïvely but admirably carved (descriptive handbook, 5 fr.). In the *Treasury (shown by M. le Curé daily, 2–5) are the fine reliquary of St-Baudime, a 12th cent. masterpiece of oak plated with copper; two 13th cent. book-covers of Limoges enamel; and a painted wooden statue of the Virgin, covered with leather.

Excursions from St-Nectaire. The *Lac Chambon*, a small lake (148 acres) formed by a quaternary lava-flow which dammed the valley of the Couze, is reached by autocar (3 fr., return 6 fr.). The road (bad surface) goes on to (18 m.) Le Mont-Dore (p. 264).—Interesting ascents include the *Puy de Châteauneuf* (3064 ft.; 1 hr. there and back), to the N.E. (guide-posts), in which are caverns resembling the Grottes de Jonas (p. 264); the *Puy de Mazeyres* (3015 ft.; 1½ m. E.), which commands a superb view; the *Puy d'Eraigne* (2936 ft.; 1¼ m. S.); etc.—For the *Château de Murols*, see below.—From St-Nectaire to *Le Mont-Dore*, see p. 263.

Beyond St-Nectaire the road ascends beneath the Puy de Châteauneuf (r.).—20 m. (32 km.) **Murols** (*Hôt. du Château ; de Paris ; de la Poste*), a small summer-resort (2625 ft.), is noted for its ruined *Castle* (3048 ft.; 20–25 min.), dating mainly from the 14th and 15th centuries. On the right of the Besse road is *Mont Tartaret* (3156 ft.), the most recent of the volcanoes of Auvergne, whose scoriæ strew the roadside. We skirt the W. flank of the *Puy de Besolles* (3115 ft.).—From (23½ m.) *St-Victor-la-Rivière* a footpath (l.) leads direct to the Grottes de Jonas (see p. 264). We cross the Vallon de Malvoisière and ascend alongside the *Puy de Montredort* (3550 ft.; l.). A final descent (view to the right) brings us to (26 m., 42 km.) *Besse-en-Chandesse* (p. 264).

Issoire is connected by road with *Ambert* (p. 236), either (34⅔ m.) viâ (8 m.) *Sauvillanges*, with a 12th cent. church, or (35½ m.) viâ (8⅔ m.) *Manglieu*, whose remarkable *Church has a Romanesque narthex and choir and a fine 12th cent. doorway. Both these roads and that to (32½ m.) *Arlanc* (p. 236) viâ (17½ m.) *St-Germain-l'Herm* afford access to the beautiful and little known *Monts du Livradois*.

Beyond Issoire the modern Château de la Grange is conspicuous (l.) across the Allier.—25 m. *Le Broc-Beaurecœuil*.—30½ m. *Le Breuil-sur-Couze*. At *Nonette*, c. 1 hr. N.E., are an interesting church (11–14th cent.) and the ruins of one of the oldest castles in Auvergne. A beautiful road ascends

the Couze to (8½ m.) *Ardes-sur-Couze*, once the capital of the duchy of Mercœur, and (16 m.) *St-Alyre-ès-Montagne* (see p. 269), among the wild *Monts Cézallier*. We cross the Alagnon.—36½ m. *Brassac-les-Mines* (1598 inhab.) is the centre of a little coalfield.

Auzon, 4½ m. S.E., is a typical little fortified town of the middle ages, though modern vandalism has destroyed the ancient town-gates. The church preserves a 12th cent. porch with good capitals.

37¼ m. (60 km.) **Arvant** (*Buffet*) is the junction for the Paris–Orléans railway to Neussargues and Aurillac (see p. 268). —39¾ m. *Laroche-Faugère*, with a conspicuous ruined castle. —41½ m. *Beaumont-Lauriat* (see below).

43½ m. (70 km.) **Brioude** (1424 ft.; *Hôt. du Nord; du Commerce; Continental*), a dull old town (4537 inhab.), about ½ m. W. of the Allier, is interesting only for the *Church of St-Julien, erected on the site of its patron's martyrdom. The W. front and the towers are modern, but the N. porch, which preserves its old doors said to be covered with human skin, and the ambulatory, with its five radiating chapels, are admirable examples of early 13th cent. work. The five W. bays of the nave date from c. 1170. In a chapel of the S. aisle is a large wooden altarpiece (1693) by Vaneau.—Brioude is famous for its salmon (Feb.–May); a barrage on the Allier a little below the town marks the limit of their journey upstream.

A fine road ascends the gorge of the Allier to (19½ m.) Langeac (see below), passing (2½ m.) *Vieille-Brioude* and (12½ m.) *Lavoûte-Chilhac*, both with interesting churches.

From Brioude to St-Flour, 28½ m. (46 km.) in 1½–1¾ hr. (14 fr. 15, 9 fr. 25, 5 fr. 80 c.).—2 m. *Beaumont-Lauriat* (see above). The railway quits the main line, ascends the steep flank of the Margeride, and passes several small stations in a bleak countryside. The station of (22¼ m.) *Chabrillac* (3461 ft.) is at the summit-level of the line. The towers of St-Flour appear ahead on the left.—26 m. *Coren-les-Eaux*. We circle round the hill of St-Flour.—28½ m. (46 km.) *St-Flour*, where we join the Midi railway, see p. 269.

The railway leaves the Allier and ascends the valley of the Sénouire.—50½ m. *Frugières-le-Pin* is the nearest station to the Benedictine abbey of *Lavaudieu* (2 m. W.), which preserves a 12th cent. *Church and *Cloister and other conventual buildings.—On a hill on the right appear the picturesque ruins of the castle of *Domeyrat* (15th cent.).—54 m. *Paulhaguet*.—57¾ m. (93 km.) **St-Georges-d'Aurac** (*Buffet-Hôtel*).

From St-Georges-d'Aurac to Le Puy, 33 m. (53 km.), railway in c. 2½ hrs. (16 fr. 30, 10 fr. 65, 6 fr. 70 c.).—3 m. *Aurac-Lafayette* (2087 ft.). The *Château de Chavagnac*, 2 m. E., now the property of an American philanthropic society, was the birthplace of Marie-Joseph Môtier, Marquis de Lafayette (1757–1834), a protagonist of liberty in America and in France.—4½ m. *Rougeac* (2250 ft.). We ascend in a curve round the wooded slopes of Mont Briançon.—15 m. *Fix-St-Geneys* (3271 ft.). The line climbs slowly up the Monts du Velay, reaching its maximum height (3280 ft.) in the Tunnel de Fix (1 m. 500 yds.).—20 m. *Darsac*, and thence to (33 m., 53 km.) *Le Puy*, see p. 238.

62¾ m. (101 km.) **Langeac** (1686 ft.; *Hôt. Brugerolles; Terminus*), a small town (3728 inhab.) pleasantly situated on the Allier, preserves a 15th cent. church. The railway now

enters the *Cévennes* (see p. 238) through the savage *Gorge of the upper Allier. The construction of the line itself is worthy of note; we traverse no less than 46 viaducts and 98 tunnels between Langeac and Alais, a distance of 95 miles.—66½ m. *Chanteuges*, with a Romanesque church, occupies a commanding site between the Allier and the Desge.—71½ m. *Prades-St-Julien*. Near the station is Prades, with a volcanic dyke in the middle of the village.—77½ m. *Monistrol-d'Allier* (1992 ft.; Inn), finely placed at the mouth of the Ance which cuts its way through basalt rocks, is the station for (10 m. W.) *Saugues* (Hôt. de France; des Voyageurs), a modest little hill-resort (3150 ft.; 1622 inhab.) with a good Romanesque church-tower. The 13th cent. keep, called the Tour des Anglais, and a curious building in the cemetery, called the Tombeau du Général Anglais, recalls the campaign of Du Guesclin (comp. p. 247) against these outposts of the English power in Languedoc.—At (86¼ m.) *Chapeauroux* (2464 ft.) we cross the road from Le Puy to Mende (p. 247). The gorge of the Allier grows shallower.—90½ m. *Jonchères* has a picturesque castle.—98 m. (158 km.) **Langogne** (2989 ft.; *Buffet ; Hôt. de la Poste ; du Luxembourg*) is a favourite summer resort (3166 inhab.) of the 'méridionaux.' The modest hotels have a reputation for cookery and the neighbouring streams abound in trout. In the old town, which still preserves five round rampart towers and the *Tour de l'Horloge*, a mediæval gateway, is the 11th cent. church of *St-Gervais et St-Protais*.

From Langogne to Le Puy, 33½ m. (54 km.) in c. 2 hrs. (16 fr. 60, 10 fr. 85, 6 fr. 85 c.). The picturesque road (26 m.) follows approximately the same route. —4½ m. *Pradelles*, with ancient houses and fortifications, stands on the edge of the high plateau of Velay.—15 m. *Costaros-Cayres* (3537 ft.) is the station for (4½ m. W.) the *Lac du Bouchet*, a nearly circular crater-lake.—18½ m. *Le Brignon*, see p. 242.—22½ m. *Solignac-sur-Loire* (2910 ft.) has a 12th cent. church. We follow the Loire valley, which describes a wide curve round the Garde de Mons, as far as (31 m.) *Brives-Charensac*.—33½ m. (54 km.) *Le Puy* see p. 239.

From Langogne to *Mende* by road, see p. 247.

111¾ m. *Luc* has a 12th cent. castle on which is a colossal Virgin (1878).—116 m. (187 km.) **La Bastide-St-Laurent-les-Bains** (3357 ft.; *Buffet*; *Hôt. de la Gare ; Terminus*), a summer resort frequented also for winter sports, is almost at the summit-level of the railway, and is the junction for Mende (see p. 247). *St-Laurent-les-Bains* (5½ m. E.; motor-omnibus in summer; Grand-Hôtel des Bains) is a small thermal spa in a deep valley of the Cévennes. The railway crosses the Allier for the last time and traverses the main ridge of the Cévennes (3379 ft.) in a tunnel 975 yds. long. The rapid descent to Villefort is one of the most striking feats of railway engineering in France.—122½ m. *Prévenchères* (2818 ft.). We pass the tunnel of Albespeyres (1650 yds.) and cross the gorge of the Altier on a two-storied viaduct, 236 ft. high.—129 m. (208 km.) **Villefort** (1985 ft.; *Hôt. Balme*) is an ex-

cellent centre for excursions in the Lozère mountains and the gorge of the Borne. It was the birthplace of Odilon Barrot (1791–1873), a prime mover in the overthrow of Louis Philippe.

The village of *La Garde-Guérin*, 6½ m. N. on the Langogne road, stands in a commanding site overlooking the deep gorge of the Chassezac.—A road, diverging on the right from the Langogne road at the bridge over the first torrent, descends the wild gorge of *La Borne* down which flow the Altier and the Chassezac. The steep sides of the mountains are clothed with chestnuts and with vineyards watered by 'béals,' a sort of artificial channel resembling the 'bisses' of the Valais. The gorge ends at (15½ m.) *Pont de Gravières*, 2½ m. above Les Vans.

The chief ascents from Villefort include the *Roc de Malpertus* (5522 ft.; ascent in 3¾ hrs.); and the *Pic de Finiels* (5584 ft.) by road to the Col de Finiels (5¾ m.) and footpath thence in ¼ hr. Though the highest of the Monts Lozère, the Pic de Finiels commands only a poor prospect; the view from the *Signal des Laubies* (5446 ft.), 1 hr. farther W., is much more extensive. The descent may be made from all three mountains to (c. 2 hrs.) *Le Pont-de-Montvert* (see below).

From Villefort to *Mende* by road, see p. 247.

A short tunnel brings us into the upper valley of the Cèze.—133 m. *Concoules* has an 11th cent. church.—137¼ m. *Génolhac* (1542 ft.; modest inn and lodgings), on the E. slope of the Monts Lozère.

The fine road hence to (29 m.) *Florac* (p. 249) ascends the valley of the Luech viâ (5½ m.) *Vialas*, (10 m.) the *Col de la Croix-du-Berthel* (3386 ft.), and (16¾ m.) *Le Pont-de-Montvert* (Inn) in the upper valley of the Tarn. This was the seat of the discontented Protestantism in the Cévennes which broke out into the Camisard insurrection (comp. p. 239) in 1702 with the murder of a local priest. The *Château de Grizac*, 3 m. W., was the birthplace of Urban V (1309–70).

A second viaduct of two stories carries the railway across the Luech.—144½ m. (233 km.) *Ste-Cécile-d'Andorge*, in the valley of the Gardon d'Alais, is the junction for the light railway to Florac and the Gorge of the Tarn (see p. 248).—We descend the left bank of the Gardon.—147¾ m. *La Levade* and (149½ m.) *Grand'Combe-la-Pise* are stations for the coal-mining district of La Grand'Combe (11,232 inhab.).—156½ m. *Tamaris*, with steel-foundries.

158½ m. (255 km.) **Alais** (*Buffet; Hôt. du Luxembourg*, R. 14, D. 12 fr., *Grand-Hôtel*, Place de la République; *du Nord*, Place de l'Etoile; *Riche, Terminus*, near the station), a cheerful and prosperous town (26,533 inhab.) on a bend of the Gardon, is of little historical interest but of some industrial importance, especially as an entrepôt for the raw silk grown in the neighbourhood. It was the birthplace of the celebrated chemist J. B. Dumas (1800–84). The Cathedral, in the centre of the Place St-Jean, was rebuilt in the time of Louis XV; the W. front, however, dates from the 12th cent., and is preceded by a porch which bears a heavy Gothic tower. The small *Musée*, in the Place de la Mairie, occupies the 18th cent. bishops' palace, and to the N. is the *Fort*, built by Vauban. Both the town and its environs are planted with fine old trees.

From Alais to Le Teil, 62 m. (100 km.), railway in 3¾–4 hrs. (30 fr. 75, 20 fr. 10, 12 fr. 65 c.).—This branch line diverges to the right from the Clermont line. 5½ m. *Salindres* (1509 inhab.) is a large chemical-manufacturing village.—8½ m.

St-Julien-les-Fumades (Buffet), also on the line from Uzès to Le Martinet (p. 127), is the station for (4 m. S.E.) *Les Fumades* (Grand-Hôtel; Diane; Romain; Court; etc.), a small spa, whose springs and casino, with the first three hotels, are managed by a private company.—12½ m. *St-Ambroix* (Hôt. du Luxembourg; de la Couronne), with 2811 inhab., stands on the Cèze facing a rocky isle crowned by one surviving tower of a castle and a modern quasi-fortified chapel.—18 m. *Robiac*, with an old church, is the junction for (1½ m., N.W.) *Bessèges* (5927 inhab.; Hôt. du Commerce) and for (2 m. N.) *La Valette*, two colliery towns.—23 m. *St-Paul-le-Jeune* is the terminus of a tramway to (8 m.) *Les Vans*, which skirts the W. edge of the *Bois de Païolive* (halt by request), a weird labyrinth of distorted rocks on either side of the gorge of the Chassezac. The tramway goes on to Aubenas (poor connection; see p. 244).—On the left appears the *Château de Jalès*, once a commandery of the Templars, which was the headquarters of the Chouans of the Vivarais in 1792.—28½ m. *Beaulieu-Berrias*. We follow the right bank of the Chassezac as far as its confluence with the Ardèche, which we cross on a fine viaduct.—36½ m. (59 km.) *Ruoms-Vallon*. **Ruoms** (*Hôt. Théodore*) is a centre for excursions in the Ardèche valley, The *Défilé de Ruoms* is a remarkable roadway cut in the rock high above the Ardèche and leading to (8 m.) Largentière (p. 245). Another road (steam tramway suspended) descends the Ardèche to (5½ m.) **Vallon** (*Hôt. du Tourisme; du Pont-d'Arc*), the starting-point for the descent of the *Gorge of the Ardèche (boat from Vallon in 4–8 hrs.). The most remarkable feature of the gorge is (2¾ m. from Vallon) the **Pont d'Arc*, a natural bridge pierced by the river through a limestone cliff. Farther down are the *Grottes de St-Marcel*, a series of stalactite caverns 130 ft. above the river. These are reached in 1½ hr. from *St-Martin-d'Ardèche*, the point of disembarkation, 18½ m. below Vallon and 3¾ m. from the station of *St-Just-St-Marcel* (p. 121).

Beyond Ruoms the railway follows up the left bank of the Ardèche, keeping some distance fom the river.—41½ m. *Balazuc*.—44¾ m. (72 km.) **Vogüé** (p. 243) is the junction for Aubenas and Vals, and for Largentière.—Thence to (62 m., 100 km.) *Le Teil*, see p. 243.

From Alais to L'Ardoise, 36½ m. (59 km.), railway in 2–4½ hrs. (18 fr. 15, 11 fr. 85, 7 fr. 45 c.).—6½ m. *Célas* is also on the line from Uzès to Le Martinet (p. 127). On the left rises the curious wooded semicircle of the *Serre du Bouquet* (2070 ft.), which is even better viewed from (13 m.) *Seynes*. We cross the stony plateau of the Garrigues de Lussan.—18 m. *Vallerargues-la-Bruguière*. *Lussan* (3 m. N.) is visited as an approach to the beautiful gorge of the Aiguillon. We descend towards the Rhône across a plain planted with vines and mulberries.—33 m. *Laudun-St-Victor*. The large church of Laudun, 1 m. N. on the Tave, dates from the 12th and 15th centuries.—36½ m. (59 km.) *L'Ardoise*, see p. 122.

From Alais to Quissac, 20 m. (31 km.), railway in 50–60 min. (9 fr. 55, 6 fr. 25, 3 fr. 90 c.).—To (7½ m.) *Mas-des-Gardies*, see below.—10½ m. *Lézan* is the junction for St-Jean-du-Gard (see below).—20 m. *Quissac*, see p. 127.

From Alais to St-Jean-du-Gard, 23½ m. (38 km.), railway in 1½ hr. (11 fr. 70, 7 fr. 65, 4 fr. 80 c.).—To (10½ m.) *Lézan*, see above.—15 m. **Anduze** (*Hôt. du Lion-d'Or*) is a diminutive old town (1877 inhab.) with narrow streets, at the mouth of a deep gorge of the Gardon d'Anduze. The church, the Tour de l'Horloge, and a castle built by Vauban are picturesquely grouped round a square at the entrance to the town.—On the road from (16¾ m.) *Générargues* to St-Jean is the *Musée du Désert*, a collection of objects relating to the Camisard rebellion, installed in the *Mas Soubeyran*, the house of their leader Roland (comp. p. 239).—23½ m. (38 km.) **St-Jean-du-Gard** (1822 inhab.; *Hôt. du Cheval-Blanc*), on one of the numerous Gardons which unite to form the river Gard, is a good centre for exploring the S.E. Cévennes and stands on the direct road from Nîmes to the Gorge of the Tarn (comp. p. 249). It was the final stage of Stevenson's walk across the Cévennes and the scene of his parting from Modestine.

From Alais to *Florac* by road, see p. 249.

The Nîmes line descends the left bank of the Gardon which flows through the rich plain of *Gardonnenque*.—164½ m. *Mas-des-Gardies*, where the trains for Quissac and St-Jean-du-Gard diverge on the right (see above), stands near the confluence of the Gardon d'Alais and the Gardon d'Anduze, whose union forms the Gard.—166½ m. *Vézenobres*.—170 m.

Boucoiran, with ruined 12th cent. fortifications and a Romanesque church.—171½ m. (276 km.) *Nozières-Brignon*.

A branch line runs hence to (11¾ m., 19 km.) *Uzès* (p. 126), passing (1¼ m.) *Moussac*, c. 1 m. N.E. of which is the *Château de Castelnau* (15–17th cent.), where the Camisard leader Roland was surprised and slain in 1704.

176½ m. *Fons-St-Mamert*. A road on the left leads to (1 m.) *Dions*, noted for its enormous cavern, below which the Gard cuts its way in a deep gorge through the calcareous Garrigues (p. 124). Our line crosses the Braune and ascends among the 'mazets' of the Garrigues.—Beyond (182½ m.) *Mas-de-Ponge* we tunnel beneath the Tour Magne (p. 124).—188¾ m. (304 km.) **Nîmes**, see Rte. 18.

31. FROM PARIS TO VICHY AND LE PUY

Railway, 333 m. (536 km.) from the Gare de Lyon in 16 hrs. (164 fr. 80, 107 fr. 65, 67 fr. 80 c.); to *Vichy*, 226½ m. (365 km.) in 6–7 hrs. (112 fr. 25, 73 fr. 30, 46 fr. 15 c.). Carriages are changed at St-Germain-des-Fossés or Ambert for Le Puy.

Le Puy is reached more quickly from Paris viâ *St-Etienne* (402 m., 647 km. in 12½ hrs.; comp. pp. 210, 214) or viâ *Clermont-Ferrand* and *St-Georges-d'Aurac* (352 m., 567 km. in 13–14½ hrs.; comp. pp. 218, 226, 229).

Road, 330½ m. (532 km.).—From Paris to (185 m., 298 km.) **Moulins**, see the *Blue Guide to North-Eastern France*.—204½ m. *Varennes-sur-Allier*.—219¼ m. (353 km.) **Vichy** (see below).—242 m. (390 km.) **Thiers** (p. 215).—244½ m. *Pont-de-Dore* (p. 215).—276½ m. (445 km.) **Ambert** (p. 236).—297 m. *La Chaise-Dieu* (p. 236).—307½ m. *St-Just-près-Chomelix*.—330½ m. (532 km.) **Le Puy** (p. 239).

From Paris to (220½ m.; 355 km.) *St-Germain-des-Fossés*, see the *Blue Guide to North-Eastern France*.—The Vichy line diverges to the right and ascends the right bank of the Allier.

226½ m. (365 km.) **VICHY** (17,141 inhab.), the most famous spa in France, stands on the right bank of the broad and shallow Allier, whose quay is bordered by a line of pleasant parks. The town is almost entirely modern and is devoted to the requirements of the invalids who seek the benefit of its waters. The official season lasts from May 1st to Oct. 15th, but some of the hotels and part of the établissement are always open.

Railway Station (Pl. C 3), served by through trains from Paris and through carriages from Bordeaux, Lyons, Marseilles, Strasbourg, the Riviera, and Italy.

Hotels, open during the season only, unless otherwise stated. Hôtels de luxe: Carlton (Pl. a; B 3), 26 Rue du Prés.-Wilson, 350 R., R. 25, L. 30, D. 35, pens. 35 fr.; *Du Parc et Majestic (Pl. i; A 3), 23 Rue du Parc, 300 R., R. 40, L. or D. 35 fr.; *Thermal-Palace (Pl. c; A 3), 9 Rue du Parc, 300 R., R. 40, L. or D. 35 fr.; des Ambassadeurs (Pl. d; A 3), 1 Rue du Parc, 300 R., R. 20, L. 30, D. 32, pens. 50 fr.; Astoria-Palace (Pl. e; B 3), Rue du Prés.-Wilson, pens. 40 fr.; Royal (Pl. bb; B 3), Rue du Prés.-Wilson, R. 30, pens. 50 fr.; Pavillon Sévigné (Pl. A 4), Place Sévigné, pens. 45 fr.

1st class: *Des Bains (Pl. f; B 3), 30 Rue du Prés.-Wilson, 250 R., R. 18, L. or D. 20, pens. 45 fr.; Lutétia & Castel Flamand (Pl. g and x; A 3), Rue de Belgique, R. 12, L. 14, D. 16, pens. 30 fr.; *International (Pl. h; B 4), Rue du Maréchal-Foch, 200 R., R. 20, L. 18, D. 20, pens. 55 fr.; Albert I (Pl. k; B 3), Rue Ste-Cécile, 150 R., R. 16,

L. or D. 15, pens. 40 fr.; DE L'AMIRAUTÉ (Pl. m; B 3), Rue du Prés.-Wilson, 150 R., R. 20, L. or D. 16, pens. 45 fr.; DE CHERBOURG (Pl. o; A 3), 13 Rue du Parc, 100 R., L. 12, D. 14, pens. 40 fr.; DE LA PAIX (Pl. r; A 3), 17 Rue du Parc, 100 R., L. or D. 16, pens. 30 fr.; DE GRANDE-BRETAGNE (Pl. s; A 2), 13 Boul. des Etats-Unis, 100 R., R. 25, L. 16, D. 18, pens. 48 fr.; DES PRINCES (Pl. z; A 3), 15 Rue du Parc, R. 15, L. or D. 10, pens. 39 fr.

Less expensive: D'AMÉRIQUE (Pl. l; A 3), Rue Petit, L. 12, D. 14, pens. 30 fr.; BEAU-RIVAGE (Pl. n; A 4), 26 Boul. des Etats-Unis, R. 10, L. or D. 10, pens. 25 fr.; DU NOUVEAU-PARC (Pl. p; A 2), 134 Boul. des Etats-Unis, R. 10, L. 14, D. 15, pens. 35 fr.; DE L'EUROPE (Pl. q; B 3), 160 Rue Clemenceau, 120 R., R. 10, L. or D. 14, pens. 38 fr.; DU HAVRE ET DE NEW-YORK (Pl. u; A 3), Rue de Belgique, pens. 32 fr.; DU HELDER (Pl. v; A 2), Rue de l'Etablissement, pens. 35 fr.; *DES LILAS (Pl. w; B 2), Av. Victoria; DE PLAISANCE & DE BELLECOUR (Pl. y; A 4), 78 Boul. des Etats-Unis, R. 8, L. or D. 11, pens. 25 fr.; SPLENDID & D'ORLÉANS (Pl. cc; A 3), Rue Mar.-Foch, R. 15, L. or D. 12, pens. 35 fr.; DU GLOBE, 57 Rue de Paris; CENTRAL, Place DE LA GARE, these two open always; VICHY-HÔTEL, Boul. Carnot; and many others.

Simpler: D'AIX ET DE CHAMBÉRY (Pl. dd; A 2), 6 Rue Lucas; DES ALPES (Pl. hh; B 4), 12 Rue Mar.-Foch; DE BREST, 27 Rue de Paris; and many others.

Pensions. *Bergerolle*, Rue Clemenceau; *Sauvestre*, simpler; etc.

Restaurants. *Alhambra Tavern*, Rue Sornin; *Restauration du Casino*, these two de luxe; *Elysée-Palace*, *Gambrinus*, *Vichy-Taverne*, Rue Clemenceau; *des Sources*, Rue Sornin.

Post Office (Pl. B 3), Rue Wilson and Rue Clemenceau.—SYNDICAT D'INITIATIVE, 11 Rue du Parc, opposite the Casino.

Electric Tramways from the church of St-Louis every 20 min. viâ the station to *Cusset*.

AUTOCARS, see p. 235. For particulars apply at 11 Rue du Parc (Bureau P.L.M. de Renseignements) or at the railway station.

Etablissements. *Les Thermes* (Pl. A 2), the state establishment, is open from 6 a.m. to 5 p.m. throughout the season (May 1st–Oct. 15th), but cures can be arranged at other times. The water at the buvettes is always free; the tariff of baths (1st, 2nd, and 3rd class), etc., is posted up.—The *Source Lardy* (Pl. B 4) and the *Source Larbaud* (Pl. A 4) are open from May 5th to Sept. 30th.

Casino. The season ticket (for tariff, see notices posted up) gives free admission to the casino and the salle des fêtes and entitles the holder to the use of the seats in the parks.

Golf Course (18 holes) on the opposite bank of the Allier; secretary at the Hôtel du Parc.—*Tennis Courts* in the Nouveau Parc and the Parc des Célestins.

History. The springs of Vichy were known to the Romans, and are marked as Aquis Calidis on the Peutinger Table. They were never entirely forgotten during the middle ages and began to reassume some importance under Henri IV. In 1676–77 Mme de Sévigné came to Vichy for a cure, and the springs were patronised by the aunts of Louis XVI and by the Duchesse d'Angoulême. The present vogue dates from the frequent visits of Napoleon III from 1861 onwards.

There are 14 springs (8 of which are state property), with temperatures varying from 52° to 110° Fahr. The most copious spring (45,100 gallons per day) is the famous *Source des Célestins* (Pl. B 4; 60°), whose bottled waters enjoy a world-wide reputation. The strongly alkaline waters are particularly recommended for stomachic and intestinal complaints.

The fashionable centre of Vichy is the triangular VIEUX-PARC (Pl. A 3), or more particularly the path which bisects the park. On either side are covered walks, much frequented in rainy weather. At the S. end is the **Casino** (Pl. A 3), built in 1865, and much extended since. It contains a theatre, a central hall, several reading-rooms and gambling-rooms, a concert-hall (salle des fêtes), a restaurant, etc. Behind it is the little *Parc de l'Hôpital*, whose arcades shelter the most fashionable shops of Vichy. At the N. end of the

park is the *Hall des Sources*, with the buvettes for drinking the waters of four of the chief springs, and adjoining, on both sides of the Rue Lucas, are the buildings of the **Etablissement Thermal** (Pl. A 2, 3), the first class baths to the right, the second and third class to the left. Along the river Allier extends the Nouveau-Parc (Pl. A 2–C 5), half-way along which are the *Source* and *Parc des Célestins* (Pl. B 4), on the site of a Celestine convent. The little gardener's house is the sole relic of the conventual buildings. The church of *St-Louis* (Pl. B 3) is built in imitation (1861–65) of local 12th cent. architecture. Between the Nouveau-Parc and the Rue du Maréchal-Foch is the old town of Vichy with the 15th cent. church of *St-Blaise* (Pl. B 4) and some 15–16th cent. houses. To the W. of the church are the 15th cent. *Tour de l'Horloge* (restored) and the *Pavillon Sévigné* (Pl. A 4), where Madame de Sévigné lived during her stay at Vichy.

Cusset (Hôt. du Globe), 1¾ m. N.E. (tramway), preserves a few interesting houses and remains of fortifications; here also is a small thermal bathing establishment.—Other excursions may be made to *L'Ardoisière* (6 m. S.E.; autocar in summer), in the gorge of the Sichon; to *Busset* (2 m. farther), with a 13–14th cent. château; to *Maulmont* and *Randan* (Hôt. du Parc), a round of c. 25 m. (autocar in summer). The park of the Château de Randan is open on Sun. and Thurs. 1–6 (adm. free); the château (no adm.; 16th cent., rebuilt in 1822) was burned down in 1925.—At *Bellerive*, 1 m. W. of Vichy, is an intermittent spring which gushes forth every 6 hrs.; at *Hauterive*, 3¾ m. S., is the hot Source du Dôme (142° Fahr.) and other springs, in a pleasant park.

Autocar Excursions (starting from 11 Rue du Parc) from mid-June to mid-September. Route Thermale d'Auvergne: From Vichy to Le Mont-Dore and La Bourboule (45 fr., return 75 fr.), daily except Tues. and Fri., 69 m. (111 km.) in 3¾ hrs. viâ Aigueperse, Riom, Clermont (25 fr., return 45 fr.), and Royat.—On Tues. and Fri. circular service from Vichy to Clermont and Royat (32 fr.; return 55 fr.) viâ Aigueperse, Châtel-Guyon (20 fr., return 36 fr.), and Riom, returning viâ Volvic, Châtel-Guyon, and Randan. Connection at Clermont and Royat from La Bourboule and Le Mont-Dore (p. 263).

Other excursions by autocar include *La Chaise-Dieu* and *Le Puy* (Mon., Wed., and Fri.; 105 fr. return); the *Col de Ceyssat* (10½ hrs.; 50 fr.), the *Monts de la Madeleine* (5 hrs.; 40 fr.), the *Monts du Forez* (10¼ hrs.; 65 fr.); *Thiers* (5½ hrs.; 35 fr.); *Châteauneuf-les-Bains* (6 or 7 hrs.; 40 or 55 fr.); and the *Gorges du Tarn* (3 days; 290 fr.).

From Vichy to St-Just-en-Chevalet, 35½ m. (57 km.), light railway in 3 hrs.—The line ascends the valley of the Sichon as far as (1¾ m.) *Cusset* (see above), whence it ascends to the plateau above.—15½ m. *Le Mayet-de-Montagne* (Hôt. de la Poste) lies between the Bois-Noirs and the Monts de la Madeleine. Branch line to Châtel-Montagne and Lapalisse, see p. 210.—20 m. *Ferrières-sur-Sichon* is 1½ m. S.E. of the ruined castle of *Montgilbert*, a favourite excursion from Vichy.—25½ m. *Lavoine-Laprugne* is the station for the *Roc St-Vincent* (3058 ft.; ascent in 35–40 min.), a commanding spur of the Monts de la Madeleine (view-indicator).—29 m. *St-Priest-Laprugne* is about 4 m. S.W. of the *Pierres du Jour* (3922 ft.), the highest summit of the Monts de la Madeleine.—35½ m. *St-Just-en-Chevalet* (Hôt. de la Poste), junction for Balbigny and for St-Polgues (p. 211).

Beyond Vichy the railway continues to ascend the Allier.—231½ m. *St-Yorre* (numerous small hotels) has several mineral springs.—236 m. *Ris-Châteldon* is the station for (2¾ m. S.E.) *Châteldon*, a little town with curious 15–16th cent. houses.—239¾ m. *Puy-Guillaume*. We now mount the valley of the Dore.—At (247 m.) *Courty* the line from St-

Etienne and Thiers comes in on the left.—249 m. (401 km.) **Pont-de-Dore** (*Buffet*, with rooms), an isolated station, is the junction for Clermont-Ferrand and St-Etienne (comp. p. 215).—252¾ m. *Néronde* has a curious Romanesque church. On the other side of the Dore (l.), farther on, can be seen the *Château de la Barge* (15th cent.); on the right is the 15th cent. *Manoir de Bélime*, possibly Chateaubriand's 'Tour du More.'—256 m. *Courpière* (Hôt. Philippe), with 1502 inhab., has a Romanesque church, fortified in the 15th cent. and containing an Entombment of the latter date. The valley of the Dore becomes ever wilder and more picturesque.—263¼ m. *Giroux* is the starting-point of a fine road crossing the Monts du Forez to (13½ m. N.E.) Noirétable (p. 216).—266½ m. *Olliergues*, in a beautiful situation.—Soon after (271½ m.) *Vertolaye* the Dore valley expands into the narrow hill-girt plain of the *Livradois*, which extends from Ambert to Arlanc between the Monts du Livradois (r.) and the Monts du Forez (l.).—279 m. (449 km.) **Ambert** (*Hôt. de la Gare ; de la Tête-d'Or*), a small town (4136 inhab.) engaged in the manufacture of rosaries, etc., is notable for its late-Gothic church of *St-Jean* (1471–1516), whose square tower, with a Renaissance upper story, is conspicuous. The W. window and the S. door (1477) are fine examples of Flamboyant work. In the public garden is a statue of the composer Emmanuel Chabrier (1842–93), a native of Ambert.

Ambert is the usual starting-point for the ascent of the *Pierre sur Haute* (5380 ft.), the highest point of the Monts du Forez (*View), reached by road viâ (5½ m. N.E.) *Job* (Inns) to (12½ m.) *Le Fossat*, whence a climb of ½ hr. brings us to the summit.—In the opposite direction (9 m. S.W.) is the *Signal de Notre-Dame-de-Mons* (3990 ft.), the loftiest summit of the Monts du Livradois.—Another fine road runs to (15 m. S.E.) *Viverols* viâ Tonvic and the **Gorge of St-Just-de-Baffie*.—Roads to *Issoire*, see p. 228; to *Montbrison*, see p. 217.

283¾ m. *Marsac*, with a 12th cent. church, is the nearest station to the Gorge of St-Just.—288¾ m. *Arlanc* (1955 ft.; Hôt. du Prince), with 1570 inhab., is made up of two distinct villages: Arlanc-Ville, at the station, and Arlanc-Bourg, to the N., with a mutilated Romanesque church enlarged in the 16th century. An omnibus runs to (15 m. W.) *St-Germain-l'Herm* (p. 228). The railway now ascends in a great curve to the E. above the beautiful *Gorge of the Dore, and then mounts the left bank of the river to the W.—At (292 m.) *Mayres* (2379 ft.) we enjoy a fine retrospect of the Livradois.—294½ m. *St-Sauveur-la-Sagne* (2670 ft.) has its church (12–15th cent.) built on a curious promontory.—Beyond (297 m.) *St-Alyre* (2785 ft.) we reach the head of the valley and emerge on a plateau, and after (301 m.) *La Chapelle-Geneste* (3179 ft.) the line is protected by snow-barriers. After a cutting the church of La Chaise-Dieu appears on the right.

304¼ m. (490 km.) **La Chaise-Dieu** (*Hôt. Terminus*, R. 9, D. 8 fr.; *du Centre ; du Lion-d'Or*), a lonely village (941

A
B
St Germain-des-Fossés
C
Cusset
D
1
2
Nord
Sichon Riv.
Allier R.
Les Bartins
Laiterie Bretonne
Chemin de l'Abattoir
Abattoir
Avenue Poncet
Concours Hippique et Vélodrome
Tribunes
Boulevard du Sichon
Usine à Gaz et Electrique
Usine Frigorifique
Moulin de la Carderie
Allées de Mesdames
Rue Jean Jaurès
Rue de Madrid
Rue de Constantine
Rue Louis Blanc
Rue de Lisbonne
Rue de Cronstadt
Rue Bardin
Milin Rideau
Rue des Moulins
Rue Bonnemoy
Rue des Prairies
Rue des Romains
Rue d'Alsace
Rue Harpet
Rue Alfieux
Champ de Foire
Rue Paul Bert
Rue du 4 Septembre
Rue Bintot
Rue de la Paix
Rue de Longchamp
Rue St Dominique
Rue des Sources
Rue Callou
Rue Montebello
Rue Lucas
Rue Petit
Rue Desbrosses
Rue Dubessay
Rue Corniou
Rue Belin
Rue Dachon
Rue Chevrasse
Rue Gambetta
Rue de Paris
Rue de Cusset
Rue Duchon
Rue de l'Imprimerie
Rue Gaudry
Rue de Lyon
Rue de la Gare
Rue de la Grille
Rue du Golf
Rue Rambert
Rue Montebello
Rue Louis Blanc
Rue Montaret
Rue Sornin
Rue Fraucelle
Rue Bardon
Rue Jacquemet
Rue Bonnabaud
Rue Bonnenfant
Rue Bonnefoy
Rue Bonnefond
Rue Bonnefon
Rue Bonnefoi

12-29 Imp. Dufrénoy. Paris.

inhab.) on a bleak plateau (3553 ft.), owes its origin to the Benedictine monastery of *Casa Dei*, founded in 1044 by St. Robert, a canon of Brioude.

The church of *St-Robert, the successor of the original abbey-church, was begun by Abbot Pierre-Roger de Beaufort (afterwards Pope Clement VI) in 1343, and finished by his nephew, Gregory XI (Roger de Beaufort) in 1378. Apart from its architectural interest, it is notable as standing at a higher level above the sea than any other historic building in France.

The style of the building is plain and heavy Gothic of the Southern French type; the master of the works was Hugues de Morel, a native of Languedoc. Most of the conventual buildings, sacked by the Huguenots in 1562, were destroyed by fire in 1695 and their rebuilding was never finished. The power and dignity of the mitred abbot of La Chaise-Dieu made his position one of the most coveted preferments of the French church. After 1518 the dignity was always in the hands of commendatory abbots, among whom were Charles d'Orléans, Richelieu, Mazarin, and the notorious Cardinal de Rohan, exiled hither in 1786 after the affair of the Diamond Necklace.

The exterior of the church has been rather disfigured by the substitution of a steeply-pitched slate roof for the original roof of red tiles. The façade, flanked by square towers, is divided into three bays; on the central pier of the main doorway is a statue of St. Robert.

Above the doorway, inside, is a massive organ-loft (1683), ascribed to Coysevox. The bare *Nave* appears disproportionately wide and low, but the proper perspective is interrupted by the rood-screen added in the 15th cent. and bearing a rood of 1603. The keystones of the vault bear the arms of Clement VI and Gregory XI. In the S. aisle, against the choir-screen, is the tomb of Abbot Renaud de Montclar (d. 1346), and in the N. aisle are two other 14th cent. tombs, said to cover the remains of Nicolas-Roger de Beaufort, uncle of Clement VI, and of Edith (d. 1075), the queen of Edward the Confessor, who spent her last days here. On the wall of the choir in this aisle are three tempera paintings (15th cent.) of a Dance of Death. In the *Choir* is the black and white marble *Tomb of Clement VI (d. 1352); the canopy and statuettes were destroyed in 1562. The 144 *Stalls, in two rows surrounded by a frieze of vine-leaves, were presented by Abbot André de Chanac (1378–1420); above them are fourteen pieces of Flemish *Tapestry, given in 1518 by Jacques de Sénectaire, the last resident abbot. Each panel depicts a New Testament scene flanked by the Old Testament event that predicted it. Opening off the apse are five radiating chapels; the sacristy occupies the base of the Tour Clémentine.

The *Tour Clémentine*, a square keep joined diagonally to the apse, was built by Abbot de Chanac (c. 1400). Two galleries of the *Cloister*, of the same period, adjoin the S. side of the church.

In the Rue de la Côte, opposite the church, and in the adjoining streets are some quaint houses.

Beyond La Chaise-Dieu the line continues to ascend as far as (307½ m., 495 km.) **Sembadel** (3576 ft.; *Buffet*), a lonely station among pine-woods. Hidden in the woods are one or two small pensions, frequented as summer resorts.

From Sembadel to *Craponne* and *Bonson*, see p. 217.

309 m. *Lac de Malaguet*, near a little lake amid pine-forests. —313½ m. *Allègre* (3288 ft.; Hôt. du Centre), preserving the fortified Portail de Monsieur and the ruins of a 14th cent. castle, lies beneath the *Mont du Bar* (3829 ft.; 25 min. S.E.), an extinct volcano with an almost circular crater.—319¾ m. (515 km.) **Darsac** (2907 ft.; *Buffet; Hôt. Galland*) is the junction for St-Georges-d'Aurac and Langeac (see p. 229). We descend the Borne valley.—324 m. *Borne* is the station for St-Paulien and La Rochelambert (see p. 242).—On the left is the imposing castle of (326½ m.) *St-Vidal*. Beyond the Défilé des Estreys we cross the Borne beneath the basalt columns of the Orgues d'Espaly (p. 242) and a magnificent *View of Le Puy is suddenly unfolded. Beyond the rock of Espaly appears the black pinnacle of St-Michel crowned by its wonderful chapel, then the Rocher de Corneille with its colossal Virgin dominating the steep streets of the city and the strange pile of the cathedral.—333 m. (536 km.) **Le Puy** (2067 ft.), see p. 239.

32. THE CÉVENNES AND THE GORGE OF THE TARN

The **Cévennes**, a huge mass of igneous and limestone mountains, form the backbone of central France. Their steep S. and E. margin follows a long curve from Lyons to Carcassonne, overlooking the Rhône valley and the Mediterranean basin. To the N. and W. the descent is more gradual, and is cut into by the long narrow dales of the Loire, Dore, Allier, Lot, and Tarn. Geologically speaking, the mountain mass extends W. to the Causses and the Montagne Noire, and N. into the Monts d'Auvergne, the Montagne de la Madeleine, and the Lyonnais hills. But the Cévennes proper, centring round the old 'pays' of *La Cévenne*, between the sources of the Allier and the Gard, extend for about 80 m. from the foothills of Mont Aigoual, about Le Vigan, to the narrow col separating the Lignon and Erieux valleys, S. of the Vivarais, and are comprised within the old bishoprics of Gévaudan (Mende) and Velay (Le Puy). The highest of the summits are the pointed *Mont Mézenc* (5754 ft.) and *Gerbier de Jonc*s (5989 ft.) in the N., the rounded *Pic de Finiels* (5584 ft.) in the centre, and the wide-spreading *Aigoual* (5141 ft.) in the S. The average height of the main ridge is about 3600 ft.

Owing to the wide spread of their foothills on the N. and the steepness of their slope on the S., the Cévennes are crossed by only one important line of railway—the Clermont-Nîmes line—whose trains crawl slowly up to the *Col de la Bastide* (3534 ft.), the principal gap in the main chain; but several fine motoring routes, radiating from Nîmes, Clermont, Montélimar, etc., afford access to the heart of this primitive mountain region. The only towns of any consequence in the Cévennes are Le Puy (p. 239) and Mende (p. 245), but the fashionable spa of Vals-les-Bains (p. 244) is a rival of Vichy, and the hotel on Mont Aigoual (p. 252) is a favourite summer resort.

The people of the Cévennes, hardened by continual warfare against the barrenness of the soil and the rigours of the climate, have always been famous for their sturdy independence, especially in questions of religion. As early

as the 13th cent. the persecuted Albigeois (comp. p. 300) found a refuge here, and later the mountain valleys were peopled by the fugitive Waldensians of Lyons. The attempts at rigorous measures of oppression following the revocation of the Edict of Nantes led to an outbreak in 1702 amongst the Cévenols themselves—the insurrection of the *Camisards*. At first successful, they forced the Comte de Broglie to retreat within the walls of Nîmes. But their leader Pierre Laporte, called Roland (1640–1704), was slain in a surprise attack at Castelnau (p. 233), by the troops of Marshal Villars; and his able lieutenant Jean Cavalier (1681–1740), induced to parley with Villars at Nîmes in 1704, was suborned by promises of reward and rank coupled with assurances of tolerance to the Camisards, and deserted his followers. None of the promises were kept; the Camisards were tortured and burned alive at Nîmes, or imprisoned for years in the dungeons of Aiguesmortes; and Cavalier, driven from the court of Louis XIV, entered the service of England, where he rose to the rank of major-general and was appointed governor of Jersey (1738). He died in Chelsea, where he is buried. In 1878 Robert Louis Stevenson made a journey on foot across the Cévennes from Le Monastier to Florac, described in his 'Travels with a Donkey in the Cévennes.'

A. Le Puy and Mont Mézenc

LE PUY, or **Le Puy-en-Velay** (p. 233), the chief town (18,120 inhab.) of the department of the *Haute-Loire* and the seat of a bishop, is one of the most remarkable towns in France, both on account of its strange position and of its many interesting buildings. It is the centre of the ancient district of *Velay*, the mountainous region inhabited by the Gallic Vellavi, and is noted for the manufacture of lace. The best impression of the town as a whole is obtained from the railway descending from Darsac (p. 238). In every direction rise volcanic rocks of fantastic shape thrown up by a terrific quaternary upheaval. The old town itself clings to the steep slopes of the Rocher Corneille, on the side of which rises the cathedral; to the N. and W. are the fantastic pinnacles of Aiguilhe and Espaly, the former topped by a delightful little chapel. To the S. the modern town occupies the centre of a green and fertile basin overlooked by the grim forbidding shapes of the Cévennes.

Hotels. GRAND-HÔTEL (Pl. d; B 3), 17 Boul. St-Louis, R. 15, L. or D. 14 fr., pens. 40 fr., closed in winter; TERMINUS (Pl. a; E 2, 3), opposite the station, pens. 35 fr.; NOUVEL-HÔTEL MAURICE (Pl. C 4), Boul. Alexandre-Clair; DE LA LOIRE (Pl. D 3), 18 Boul. Fayolle, pens. 30 fr.; DE LA GARE (Pl. b; E 3), opposite the station; DU MIDI, Boul. Fayolle.

Restaurants. *Brasserie du Velay*, Place du Breuil.—CAFÉS in the same Place.

Post Office (Pl. B 2), Boulevard St-Louis.—SYNDICAT D'INITIATIVE in the E. wing of the Préfecture (Pl. C 3).

Autocars. P.L.M. Circular service at 8.30 on Thurs. and Sun. (July 1st–Sept. 15th) to the *Lac d'Issarlès* (p. 242) viâ Les Estables, returning viâ Costaros, and connecting at Issarlès with the service from Vals-les-Bains. Fares: outward journey, 25 fr.; inward, 20 fr.; circular trip, 40 fr.; return fare to Vals, 60 fr. To *Grenoble* viâ Valence in 10 hrs. (80 fr.); to *Vichy* viâ La Chaise-Dieu in 8½ hrs. (70 fr.).—MOTOR OMNIBUSES to *Le Monastier*, *Craponne*, etc.

History. The name of the hill, *Mont Anis*, on which the town stands, recalls the Gallo-Roman name, *Anicium*, of a town on this site, whose importance and origin are dubious. The name Le Puy is derived from a later Roman name, *Podium Aniciense*. The temple of Jupiter Aniciensis was replaced by a church dedicated to the Virgin to which a sacred image of unknown provenance (see

below) attracted crowds of mediæval pilgrims, and which was a sanctuary equal in importance to Chartres and Boulogne. The later history of Le Puy resolves itself into a struggle between the count-bishops of Velay against the Protestant tendencies of the populace. Despite savage persecution, there are still large numbers of Protestants in the district, especially in the neighbourhood of Yssingeaux. The best-known native of Le Puy is the Cardinal de Polignac (1661–1742), the minister of Louis XIV.

The manufacture of lace is still of great importance in Le Puy and the surrounding villages, occupying more than 70,000 women. *Dentelles du Puy* is the name given to the silk-thread lace; the cotton-thread lace is called *Dentelles de Craponne*.

The spacious Place du Breuil (Pl. C 3), in the middle of which stands a decorative fountain presented by the native sculptor Charles Crozatier (1794–1855), is the centre of the life of Le Puy. On the left are the modern Theatre and Palais de Justice, at the back the Préfecture, behind which extends the pleasant *Jardin du Fer-à-Cheval* (Pl. C 4), adorned with monuments to local worthies, and a Romanesque gateway from the priory of Vorey. At the other end of the garden is the Musée Crozatier (Pl. C 4; adm. free Sun. & Thurs. 2–4, other times on application), containing on the 1st floor an unusually good collection of French and Dutch portraits including the Duke of Marlborough (?), by *Hyacinthe Rigaud* and good examples of *Terburg* and *Mierevelt*. In a prolongation of the picture gallery is an interesting exhibition of lace.

From the Place du Breuil we enter the old town by the Rue Porte-Aiguière, passing the 18th cent. *Hôtel de Ville*. Hence the most interesting ascent to the cathedral leads viâ the Place du Plot, the Rue Chênebouterie (No. 9 has a fine façade of 1592), and the Rue Raphaël. The steep Rue des Tables, on the right, mounts in steps, past a graceful 15th cent. fountain, to the foot of the cathedral steps.

The ***Cathedral** (Pl. C 2), or *Basilique de Notre-Dame du Puy*, is a remarkable building, unique in plan. It is approached by a flight of sixty steps leading up to the triple porch of the polychrome façade, which rises high above us, its five rows of arches surmounted by three low gables. On the left are the late-Gothic *Hôtel-Dieu* and the *Mâchicoulis*, a curious building which formed part of the defence-works of the bishops' palace. The staircase goes on beneath the floor of the nave, and higher up divides into two, the left branch leading to the cloister (p. 241). The main stairway formerly led up to the high altar; it has now been diverted to the right and we emerge outside the S. transeptal doorway. For the other entrances, see p. 241.

The **Interior** is spacious and plain. The choir and transepts and the two E. bays of the nave date from the late 11th cent., the remainder from the 12th cent. Each bay of the nave is surmounted by a domical eight-sided vault, oblong in plan; the cupola over the crossing is modern. On the high altar is the statue of *Notre-Dame-du-Puy*, a black

Virgin, a copy from memory, by a local artist, of the original pilgrimage statue destroyed at the Revolution. In the *Sacristy*, on the right of the choir, is preserved the 9th cent. *Bible of Theodulphus inscribed on purple parchment, shown by permission of M. le Doyen.

The *Porte Papale*, in the S. transept, surmounted by a small antique pediment, leads out to the **Porche du For**, a beautiful example of late-Romanesque art, remarkable in having the lowest order of the arch on each side completely detached from the main arch save at three points. Outside is the little Place du For, the terrace of the former bishops' palace, whence we may descend by a flight of steps to the Rue de l'Ancienne-Préfecture.—The *Porte des Rois* leads from the N. transept to the *Porche St-Jean*, beyond which is the *Baptistery* with an antique font and columns. On the right is the *Porte Grateloup*, by which we may descend to the town. On the left is the entrance to the beautiful little **Cloister** (11–12th cent.). Its particoloured arches surmounted by a mosaic of polychrome stonework and a cornice of grotesque heads, its fine capitals, its cheerful tiled roof, and its 12th cent. iron grille make a charming picture. The custodian (9–4; gratuity) shows the Musée Notre-Dame, a collection relating to the cathedral and the pilgrimage, and the Chapelle des Reliques, the vaulted hall of the Machicoulis (p. 240), decorated with a late 15th cent. fresco of the Liberal Arts and their votaries. Opposite is the *Chapelle des Morts* with a 13th cent. fresco and an upper room containing a Romanesque chimneypiece. At the E. end of the cathedral rises the detached bell-tower, 184 ft. high, a faithful reconstruction (1887) of the 12th cent. original.

From the Porche St-Jean (see above), passing between the cloister and the Porte Grateloup, we may ascend the Rocher Corneille. At its foot is the *Chapelle des Pénitents* (1584; restored in the 18th cent.), with a ceiling of 44 painted panels. The **Rocher Corneille** (Pl. C 1; adm. 15 c.) is ascended by a series of steps; on the summit (2484 ft.; 425 ft. above the Place du Breuil) is a colossal *Virgin* (1860) cast from the metal of 213 cannon taken at Sebastopol. A staircase (15 c.) ascends to the head, but the view (indicator) from the platform is just as good.

We descend from the cathedral by the *Porte St-Georges* and the Rue de l'Ancienne-Préfecture to the church of *St-François-Régis* (1607; Pl. D 2) and make our way to the Place Cadelade (Pl. D 2, 3) through the squalid but picturesque quarter of Ste-Claire (Pl. D 2). An interesting alternative is to follow the Rue Chamarlenc and Rue Pannessac, both with quaint old houses, to the *Tour Pannessac* (Pl. B 2), the solitary remnant of the mediæval town-wall.

The wide Boulevard Carnot (Pl. B 2, 1) continues the line of the main boulevards N. to the church of *St-Laurent* (Pl. B 1), a 14–15th cent. building containing the tomb of Bertrand Du Guesclin (d. 1380; p. 247), with a recumbent statue of the great soldier. Only his entrails are buried here; his embalmed corpse was carried to St-Denis, his heart to Dinan. The Av. d'Aiguilhe (Pl. B 1) goes on to the Faubourg d'Aiguilhe, on the banks of the Borne. Here rises the amazing **Rocher d'Aiguilhe**, a vertical pinnacle of breccia 279 ft. high, crowned by a chapel. At its foot is a 12th cent. building known as the *Chapelle de Ste-Claire*, the *Baptistère*, or (for no known reason) the *Temple de Diane*. A staircase of 250 steps (20 c.) ascends the rock (view) to the chapel of **St-Michel-d'Aiguilhe**, a charming little 10th cent. oratory, approached by a sort of elliptical ambulatory added at the

end of the 11th century. The capitals and the trefoiled doorway are masterpieces of Romanesque sculpture. The little bell-tower may have been the model for that of the cathedral.

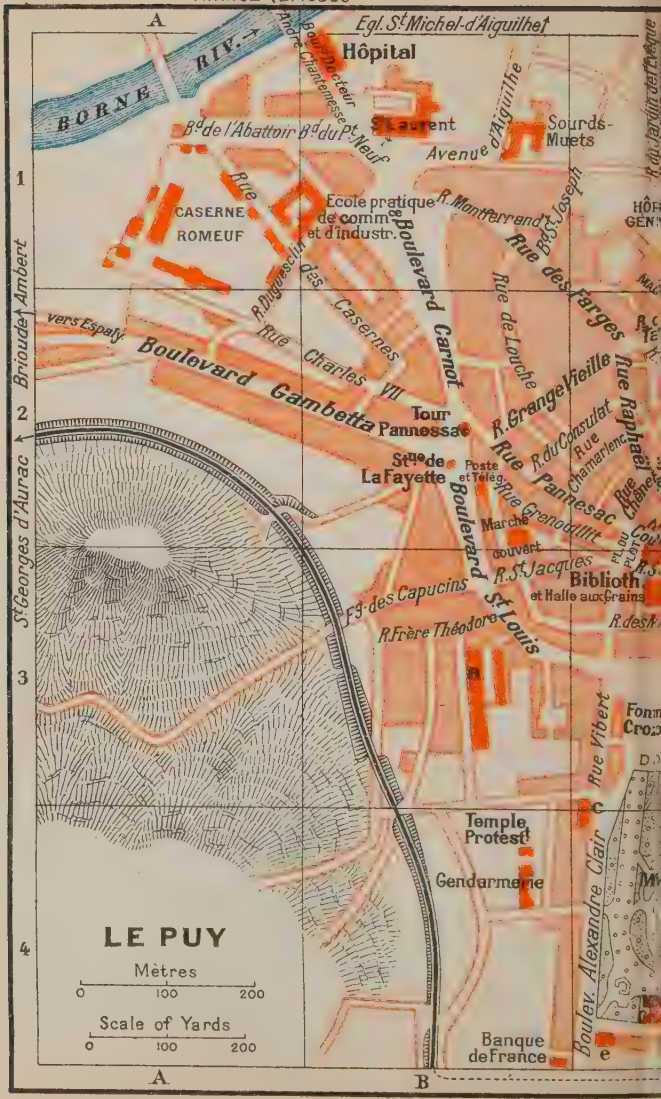
A similar volcanic pinnacle in the suburb of *Espaly*, 1 m. W. of Le Puy, is crowned by an atrocious ferro-concrete church and a statue of St. Joseph of the same material. Here formerly stood the castle in which the infant Charles VII, despoiled of his dominions, was hailed as King of France by a few faithful followers in 1422. Farther up the valley are the *Orgues d'Espaly*, overlooking the railway, a fine series of basaltic prisms.

From Le Puy to Polignac, St-Paulien, and La Rochelambert, 20 m. (32 km.) by road. For La Rochelambert and St-Paulien the train may be taken to Borne (p. 238).—Leaving Le Puy by the Boul. Docteur-Chantemesse (Pl. A, B 1), we ascend (fine retrospect) between the Orgues d'Espaly (see above) and the *Volcan de Denise* (r.; 2920 ft.), from whose crater the basalt flowed. At (2½ m.) *Le Collet* we take a track on the right leading to (3½ m.) **Polignac**, a squalid village, with an interesting Romanesque church, at the foot of a huge square block of basalt on which stand the ruins of its **Castle*. The ruins (shown by caretaker; gratuity), which are accessible from one side only, are all that is left of the stronghold of the famous family of Polignac. The huge square keep (1385) was restored in 1897. The return to Le Puy may be made by one of the tracks at the back of Mont Denise.—The main road goes on to (8¾ m.) **St-Paulien** (Inns), the ancient *Revessio* or *Ruessium*, capital of the Vellavi, and until the 6th cent. the seat of the bishop of Velay. It is now a mere village (1118 inhab.), but preserves an interesting Romanesque church, outside which is an antique sacrificial stone. In the upper part of the town is a Romanesque chapel constructed of antique fragments.—From St-Paulien the Allègre road and a fork to the left, which crosses the Borne, lead to (10½ m.) the *Château de la Rochelambert*, a late-Gothic building (1575) described by George Sand in 'Jean de la Roche,' curiously situated against a high cliff. It contains a collection of furniture, china, tapestry, etc. (gratuity to the caretaker). To reach the station of Borne we go on across the railway and turn to the left.

Other short excursions from Le Puy include that to the *Lac du Bouchet* (p. 230), reached by road (12 m.) viâ *Cayres*, or by rail viâ the station of (18 m.) *Costaros-Cayres* (p. 230) and thence by road (4½ m.). The *Cascade de la Beaume* may be reached in a few minutes from the station of *Le Brignon* (p. 230).—One of the best ascents from Le Puy is that of *La Durande* (4295 ft.), reached by road to (12½ m. W.) *Le Vernet*, viâ Espaly and Chaspuzac.

From Le Puy to the Gerbier de Joncs and the Lac d'Issarlès, a circular tour of 77½ m. (125 km.), P.L.M. autocar in summer, see p. 239.—We leave Le Puy by the Faubourg St-Jean (Pl. E 1) and cross the Loire at (2½ m.) *Brives-Charensac* (p. 230). Thence we mount the right bank, leaving the road to Le Monastier (see below) on the right at (4½ m.) *Pont de Peyrand*.—12 m. *Laussonne* (Inn).—20 m. *Les Estables* (4410 ft.; Chalet-hôtel) is the best starting-point for the ascent of the Mézenc (see p. 243). The road crosses the Gazeille and mounts to the watershed between the Loire and Rhône basins, which it follows as far as (26 m.) the *Ferme de la Loire* (4692 ft.), a short distance from the source of the Loire. Opposite the farm is a summer restaurant. On the left rises the regular cone or 'suc' of the **Gerbier de Jonc**s (5089 ft.; ascent in 25 min.), a common type of hill among the Cévennes of Velay. For the road hence to Vals-les-Bains, see p. 245.—The road to the Lac d'Issarlès descends the valley of the infant Loire.—35 m. *Le Béage* (3904 ft.; Hôt. de France).—41½ m. *Le Lac* is 5 min. from the lovely **Lac d'Issarlès** (227 acres), a crater-lake which is deeper than any in France except the Lac du Bourget.—The autocars return to Le Puy viâ (11 m.) the *Auberge de Peyrebeilhe* (4193 ft.; road to Vals, p. 245), whence we follow the main road from Vals to (36 m. from Issarlès) *Le Puy*.

From Le Puy to Mont Mézenc. A. Viâ Laussonne, 20 m. (32 km.) to *Les Estables* (see above) and ascent thence in 1¼ hr.—B. Viâ Le Monastier (motor omnibus thrice daily) and Les Estables, 21⅜ m. (35 km.).—To (4½ m.) *Pont de Peyrand*, see above. We diverge to the right from the Laussonne road and cross an undulating country, leaving on our right the restored *Château de Bouzols*.—10 m. *Pont de Molines*, on the Laussonne, whose left bank we ascend.—From (11 m.) the *Col du Villard* (3183 ft.) we descend to (12½ m.) **Le Monastier-sur-Gazeille** (3117 ft.; *Hôt. Chabrier* and other small inns), a small town (2055


R.N.102 Brioude
A
Egl. St Michel-d'Aiguilhet
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BORNE
RIV.
Bd du Docteur André Chantemesse
Bd de l'Abattoir
Bd du Pt Neuf
St Laurent
Sourds-Muets
Avenue d'Aiguilhe
1
CASERNE ROMEUF
Rue Dupuy-Mercier
École pratique de comm.e et d'industr.
R. Montferrand
Bd St Joseph
Rue des Farges
Rue de Louche
Brioude Ambert
vers Espaly
Rue des Casernes
Rue Charles VII
Boulevard Carnot
Boulevard Gambetta
Tour Pannessac
R. Grange Vieille
Rue Raphael
R. du Consulat
Rue Pannessac
Rue Chamarlenc
2
St Georges d'Aurac
Ste de La Fayette
Poste et Télégr.
Rue Grenouillit
Marché couvert
R. St Jacques
Biblioth.
et Halle aux grains
Fg des Capucins
Boulevard St Louis
R. Frère Théodore
3
Rue Vibert
Temple Protest.t
Gendarmerie
Boulev. Alexandre Clair
4
LE PUY
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Banque de France
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12-29 Imp. Dufrénoy. Paris.

inhab.), strung out along the high-road, where Stevenson made the acquaintance of Modestine and began his mountain tramp. The *Church of the 7th cent. abbey, which gave the town its name, is a fine Romanesque building (11–12th cent.) of many-coloured stone, with 15th cent. alterations in the nave roof and the apse. A Renaissance chapel was added in 1547. The *Mairie* occupies part of the old abbey and a cloister walk of 1754, and the *Abbots' Castle* of black basalt is now a school. At the upper end of the town is a 12th cent. chapel.—The road goes on up the Gazeille valley, which grows more barren every mile. At (15½ m.) *Pont de la Jamonière* we take the left fork.—21¾ m. *Les Estables* (4410 ft.), see p. 242. The ascent of Mont Mézenc hence occupies c. 1¼ hr. We follow the stony mule track to Fay-le-Froid (N.E.) for 45 min., leaving it at a cross (5131 ft.) on the watershed. Here we turn to the right through a wood and soon reach (c. 70 min.) the col between the twin summits. Another 5 min. brings us to the S. summit.

Mont Mézenc (5754 ft.), the loftiest of the Cévennes, though of volcanic origin is of irregular shape, and falls away much more steeply on the E. than on the W. It stands in the centre of a wild and desolate tract, almost inaccessible, until recently, save on foot. But its slope towards the Loire grows good pasturage and is famed for the variety of its flora. The *View is varied and extensive. To the N. (Mont Mégal), W. (Puy de Dôme, Plomb du Cantal), and S. (Gerbier de Joncs, Mont Lozère), the horizon is bounded by the strikingly varied shapes of the Cévennes and the Auvergne mountains; but to the E. the prospect is much more beautiful. From the Abîme des Cluzels, a gorge 1650 ft. below the summit, the ravines and 'sucs' of the *Boutières* fall abruptly away to the Rhône, and behind their dark shapes, in reasonably clear weather, is seen the distant shining array of the French Alps from Mont Buet in Savoy to the Ventoux.

The descent may be made to St-Agrève (p. 120) viâ (2 hrs.) *Fay-le-Froid* (Inns) or to Le Cheylard (p. 120) viâ (65 min.) *Borée*.

From Le Puy to *Langogne*, see p. 230; to *St-Etienne*, see p. 214; to *St-Georges-d'Aurac*, see p. 229; to *Vichy* and *Paris*, see Rte. 31.

B. From Montélimar to Vals-les-Bains

Autocar, 31½ m. (51 km.) in 1½ hr. (16 fr.) in connection with the night train from Paris, from July 1st–Sept. 16th. Luggage is registered by railway. From Sept. 17th to June 30th, Motor Omnibus (1 fr. 25 c.) from Montélimar to (25 min.) *Le Teil* (p. 120) and Railway thence to (26¾ m., 43 km.) *Vals* in 2¼–2½ hrs. (13 fr. 20, 8 fr. 65, 5 fr. 45 c.). Carriages are sometimes changed at Vogüé.

Leaving *Montélimar* (p. 96) we cross the Rhône to reach (3 m.) *Le Teil* (p. 120). Hence road and railway follow much the same route, rising steeply along the S. flank of the Montagne du Coiron.—8½ m. *Aubignas* is the station for (1¾ m. S.) *Alba* or *Aps* (Hôt. de la Poste), now a mere village (383 inhab.), which was once *Alba Augusta*, the capital of the Helvii, with a population of 60,000. A few antique sculptured stones may still be seen, built into the walls of houses, and above the ruined Priory of St-Martin are traces of a circus. The turreted castle dates from the 15th cent.—At (13 m.) *St-Jean-le-Centenier* (1004 ft.) we cross the watershed.—17 m. *Villeneuve-de-Berg* (Hôt. du Nord), a stronghold created by Philippe le Hardi in 1283, was the birthplace of Olivier de Serres (1539–1619), who introduced the mulberry into France.—From Villeneuve the road strikes N.W. direct to (28 m.) Aubenas (see p. 244); the railway descends to (20½ m., 33 km.) **Vogüé** (*Buffet; Hôt. Moderne*), whose 16th cent. château (now occupied by the mairie and the school) was

the residence of the famous family of Vogüé. From Vogüé to *Alais*, see p. 232; to *Largentière*, see p. 245.—The railway crosses the Ardèche and leaves the Largentière line at (23½ m.) *St-Sernin*.—26¾ m. (43 km.) **Aubenas** (*Hôt. de l'Union-Bellevue*, pens. 25 fr.; *du Nord*, pens. 20 fr.; tramway to Vals) is an important silk depôt (4781 inhab.) on a hill overlooking the Ardèche. The church, with a modern façade, preserves a 15th cent. tower. In the old town are some good 16th cent. houses and a castle of the counts of Vogüé (13th and 16th cent.) with round turrets and a square donjon. A tramway connects Aubenas with (13½ m.) *Joyeuse* (p. 245) and (23 m.) *Les Vans* (p. 232).—Railway and road ascend the Ardèche valley to (30 m., 48 km. by rail; 31½ m., 51 km. by road) *Vals-les-Bains* (see below). The railway, which is ultimately to be extended to Le Puy, goes on to (32¼ m., 52 km.) *Lalevade-d'Ardèche-Prades*.

VALS-LES-BAINS (820 ft.) is a little watering-place (2783 inhab.) in a pleasant, though somewhat confined situation in the narrow valley of the Volane, a tributary of the Ardèche. Its cold springs contain a very high proportion of bicarbonate of soda and are efficacious in digestive troubles. The hotels and pensions are for the most part very reasonable and the surrounding Cévenne country affords opportunity for many delightful excursions. The season lasts from May 15th to Oct. 1st.

Hotels, open during the season only unless otherwise stated. Grand-Hôtel des Bains, in the Parc de la Dominique, R. 15, L. or D. 12, pens. 30 fr.; de Paris, near the Etablissement, de l'Europe, R. 8, L. or D. 9, pens. 23 fr.; de la Poste, R. 8, L. or D. 8, pens. 25 fr.; Durand, R. 6, L. 8, D. 9, pens. 21 fr., the last two open always; Robert-Théron, R. 7, L. or D. 10, pens. 18 fr.; the last four in the Grande Rue; des Touristes (meublé), Av. Farincourt, R. 8 fr.

Post Office, near the church.—Syndicat d'Initiative du Vivarais, Av. Farincourt.

Autocars for Montélimar (see above); another P.L.M. service runs at 8 a.m. on Thurs. and Sun. (June 15–30th; Tues. and Sat. also from July 1st–Sept. 16th; daily except Fri. in August) to the *Lac d'Issarlès* (p. 245) viâ Mézilhac, returning viâ Thueyts, and connecting at Issarlès on Thurs. and Sun. with the service from Le Puy. Fare 35 fr. for the circular trip; return fare to Le Puy, 60 fr.—Other pleasure cars run to the *Gorge of the Ardèche*, *Ruoms*, the *Bois de Païolive*, etc. (15–20 fr.); apply at the Syndicat d'Initiative.

Tramway to the station and to *Aubenas* at frequent intervals.

The station (tramway) is in the village of *Labégude*, on the right bank of the Ardèche. The town, on the left bank, is divided into two by the Volane. On the right bank are the *Casino* and the old town with its modern church; on the left are the two largest hotels and the *Etablissement Thermal*. The *Park*, on both banks of the Volane, connects the Etablissement with the Casino.

Short Excursions. The *Grottes de Lautaret*, 1½ m. S.E. on the tramway route, are interesting stalactite caverns (candles required).—*Ucel*, 1¾ m. S.E., on the left bank of the Ardèche, is a quaint old fortified village.—A pleasant walk ascends the valley of the Volane, and then (l.) that of its tributary, the Bezorgue. From where the road crosses the latter stream a pleasant footpath (l.) returns to Vals through the chestnut woods.

From Vals to the Gerbier de Joncs and the Lac d'Issarlès, a circular tour of 75¾ m. (122 km.), P.L.M. autocar in summer, see p. 244.—Quitting Vals, we ascend the Volane, passing occasional silk-mills. Beyond the Bezorgue (see p. 244) the river flows through a basalt gorge. On the right (footpath) appears Antraigues perched on its rock.—At (5 m.) *Pont de l'Huile* a road on the right ascends to *Antraigues* (Hôt. du Tourisme), whose church tower was once part of a feudal castle.—8½ m. *Laviolle*.—From (14½ m.) *Mézilhac* (3707 ft.; Hôt. Laffont; des Touristes) a road descends (r.) to (18½ m.) Le Cheylard (p. 199). Our route turns sharply to the left and soon reaches (23 m.) the *Ferme de la Loire* (p. 242) at the foot of the Gerbier de Joncs. Thence to (36 m.) the **Lac d'Issarlès**, where we make connection with the service from Le Puy, and to (10½ m. from Issarlès) the *Auberge de Peyrebeilhe*, see p. 242. Leaving the Le Puy circuit here, we descend to the S., mounting again to cross (16 m.) the *Col de la Chavade* (4170 ft.), on the watershed between the Loire and Rhône (fine view of the Ardèche valley in front). We descend steeply above the left bank of the Ardèche.—23 m. *Mayres* (1880 ft.).—29 m. (47 km.) **Thueyts** (1350 ft.; *Hôt. Pichol*), situated in one of the most striking reaches of the Ardèche valley, is the starting-point for (30 min.) the walk to the *Pavé des Géants*, or 'Giants' Causeway,' a remarkable basalt terrace reached by crossing the double bridge or Pont du Diable, below the village. The ascent (1¼ hr. N.) to the crater of *La Gravenne* (2772 ft.) is likewise interesting.—Farther down the valley (31 m.) a road on the right crosses the river to *Neyrac-les-Bains* (Hôt. des Bains), a small spa of ancient origin, whose waters in the middle ages were reputed to cure leprosy.—Passing the ruined castle of Ventadour we descend to (33 m.) *Pont-de-Labaume*, beautifully situated at the confluence of the Ardèche with two tributary streams.—36 m. *Lalevade* railway station (p. 244).—39¾ m. (64 km.) *Vals-les-Bains*.

An alternative road (36½ m.) from Vals to the Lac d'Issarlès ascends on the right beyond Pont-de-Labaume (see above) and, passing (13 m.) the old mountain-town of *Montpezat* (Hôt. Martin-Vigier), traverses the wildest part of the Vivarais, emerging on the road between Peyrebeilhe and the Lac d'Issarlès (p. 242).

From Vals to Largentière, 14¼ m. (23 km.), railway in c. 1¾ hr. (poor connection).—From Vals to (6¼ m.) *St-Sernin*, where we join the train from Vogüé, see p. 244.—12 m. *Uzer-Joyeuse* is the station for (5½ m. S.W.; tramway from Aubenas, p. 241) the old hill-town of *Joyeuse*, with an ancient seigniorial mansion serving as town-hall. The noble family of Joyeuse played a prominent part in the 16th cent. Religious Wars.—14¼ m. (23 km.) **Largentière** (*Hôt. de l'Europe*) is another old town (1405 inhab.), finely placed in the gorge of the Ligne and commanded by the former castle of the bishops of Viviers (now a hospice). Many old houses and remains of fortifications attest its mediæval importance, largely derived from the silver mines (to the N.) which gave the town its name and which were worked until the 15th century. The 12-15th cent. church has a good modern spire.—A road hence ascends the Ligne valley to (3 m.) *Valgorge*, going on thence to (18½ m.) *St-Laurent-les-Bains* (p. 230).

C. From Marvejols to Mende and La Bastide

51¾ m. (83 km.) by railway; to *Mende*, 21¾ m. (35 km.) in 1–1½ hr. (10 fr. 75, 7 fr. 5, 4 fr. 40 c.); from Mende to *La Bastide*, 30 m. (48 km.) in c. 2 hrs. (14 fr. 75, 9 fr. 65, 6 fr. 5 c.).

Marvejols, on the line from St-Flour to Béziers, see p. 271. We follow the main line as far as (3¾ m.) *Le Monastier* (p. 271), beyond which we diverge to the left and pass, by a tunnel, into the green valley of the Lot, bounded on the right by the steep red cliffs of the Causse de Sauveterre (p. 247).—10 m. *Chanac* is dominated by a massive tower.—18 m. *Balsièges*. We traverse a tunnel between two bridges across the Lot and obtain a good view of Mende on the right.

21¾ m. (35 km.) **MENDE** (*Hôt. de Paris et de la Poste*, Boul. de Soubeyran, R. 10, L. or D. 10 fr.; *de France*, Boul. du

Théâtre, R. 8 fr.—Syndicat d'Initiative, where cars and boats may be hired, Place d'Angiran), the chief town (5945 inhab.) of the department of the *Lozère*, and the capital of the old district of *Gévaudan*, stands (2425 ft.) on a terrace above the Lot (pron. Lott) and beneath the steep wall of the Causse de Mende, 1100 ft. up. It is the principal avenue of approach from the N. to the Gorge of the Tarn. Like Le Puy and Viviers, Mende in the middle ages was ruled by its powerful bishops. In 1579–80 it was occupied and then sacked by the Huguenots, but otherwise its history has been uneventful.

From the station, on the opposite bank of the Lot, a fine avenue of poplars, planted in 1700, leads direct to the Place d'Angiran, the principal open space of the town, on the circumference of the circle of boulevards which replaces the old town-wall. On the right of the Louis-Quatorze *Hôtel de Ville* starts the Boulevard Soubeyran, in which are the best cafés and the *Post Office*. The narrow streets on the right lead through the quaint old town to the apse of the cathedral, while the boulevard goes on to the Place Urban V, overlooked by the cathedral façade. In the centre is a statue of Urban V (Guillaume de Grimoard; c. 1309–70), born at the Château de Grizac, near Pont-de-Montvert (p. 231).

The **Cathedral** (*St-Pierre*), begun by Urban V in 1365 and partly destroyed by the Huguenots, was rebuilt in 1599–1620. The W. front, approached by a graceful porch, recently rebuilt in the 15th cent. style, is pierced by a fine rose-window and flanked by two splendid towers (1508–21). The elaborate N. tower, crowned by a spire adorned with crockets and sculptures, is 275 ft. high. The late-Gothic nave is in the simplest style, without capitals, and has ten chapels on each side. The choir is notable for its fine stalls (1690); below the clerestory are eight interesting Aubusson tapestries (1706), illustrating the Mysteries of the Virgin. At the W. end of the church is the clapper of the great bell 'Non-Pareille,' destroyed by the Huguenots. On application to the sacristan visitors may ascend the N. tower and view the treasury and the crypts.

To the N. of the cathedral is the modern *Préfecture*, from the other side of which the Rue Notre-Dame leads to the Rue and Porte du Chastel through a quarter of interesting old houses. Best of these are the *Maison Consulaire* in the Rue Cyprien-Pépin, with a curious Renaissance doorway, and the *Hôtel de Ressouche* (1665) in the Rue de l'Epine, now occupied by electric works (visitors admitted) and containing good chimneypieces and woodwork. From the Place du Chastel the Boulevard and Faubourg des Capucins descend to the Lot, here crossed by the 14th cent. *Pont de Notre-Dame de Peyrenc*.

A pleasant walk from Mende ascends S. from the Boul. du Palais de Justice by the winding Chemin de St-Privat to (50 min.) the *Ermitage de St-Privat*

(3215 ft.), a small chapel, partially rock-hewn, said to have been the cell of St. Privatus, an early bishop of Mende martyred by the Vandals in 425. A footpath on the right just before the hermitage mounts to (25 min.) the *Croix de Mimat* (3510 ft.), which commands a wide view.

From Mende to Langogne, 31 m. (50 km.) by road. The road ascends the Lot for 5½ m. and then turns uphill to the left to cross the *Causse de Montbel*, of harder material than the Causses proper (see below) and not cut up by deep cañons. At (18½ m.) *L'Habitarelle*, where the main road for Le Puy viâ Chapeauroux (p. 230) diverges on the left, is a monument to Bertrand Du Guesclin, on the site of the camp where the great soldier died in 1380. On a hill to the N. is *Châteauneuf-de-Randon* (4232 ft.), the last town that he recaptured from the English.—23½ m. *Chaudeyrac*. To the right extended the vast *Forêt de Merroire*, the lair of the famous 'Bête du Gévaudan,' an enormous wolf which terrorised the countryside for nine months in 1764.—31 m. *Langogne*, see p. 230.

From Mende to Villefort, 36½ m. (59 km.) by road. We ascend the Lot valley viâ (13 m.) *Bagnols* (see below) and (17½ m.) *St-Jean-du-Bleymard*, and cross the main ridge of the Cévennes by (20 m.) the *Col des Tribes* (3708 ft.), 2½ m. S. of the source of the Lot. The steep descent follows the valley of the Altier. On the right are the round towers of the Château du Champ.—36½ m. *Villefort*, see p. 230.

From Mende to the *Gorge of the Tarn* viâ *Ste-Enimie* or viâ *Florac*, see p. 248.

Beyond Mende the railway ascends the beautiful valley of the Lot.—30½ m. *Bagnols-Chadenet* is the station for (2¼ m. S.E.; omnibus) *Bagnols-les-Bains* (2995 ft.; Hôt. des Bains, open June–Sept.; etc.), a small spa on the Lot. We leave the valley and mount the slope of the Causse de Montbel (see above) and cross the main ridge of the Cévennes (4003 ft.).—40½ m. *Belvezet* (3927 ft.) stands on the infant Chassezac, which we soon cross by the fine Viaduc de Mirandol.—Beyond (46 m.) *Chasseradès* we descend the upper valley of the Allier. —51¾ m. (83 km.) *La Bastide*, see p. 230.

D. The Causses and the Gorge of the Tarn

The roughly semicircular tract of land between the Lot valley on the N., the main ridge of the Cévennes on the E. and S., and the railway line from Marvejols to Millau on the W., was originally a vast plateau of Jurassic limestone descending gradually towards the W. In the course of ages, however, the rivers descending from the Cévennes have eaten their way through the porous rock, cutting channels with perpendicular sides and dividing the original plateau into several smaller areas. These smaller plateaux, barren and deserted, are known as the **Causses,** from the local form 'cau' of the French word 'chaux,' i.e. lime. Most characteristic of these is the *Causse Méjean*, between the Tarn, the Tarnon, and the Jonte, a limestone table 3000-4000 ft. above sea-level. Almost waterless, it is very sparsely populated, the Caussenards eking out a scanty living on potatoes and rye with milk from the sheep which pasture on the poor herbage. Such water as falls on the Causses filters down to the rivers below through potholes known as 'avens' and resembling those at Cheddar. To the N. of the Causse Méjean is the *Causse de Sauveterre*, prolonged westward by the *Causse de Sévérac*, while to the S. are the *Causse Noir* and the huge *Causse de Larzac*.

In striking contrast with the barrenness of the Causses is the fertility of the deep valleys which intersect them. By far the most wonderful of these is the **Gorge of the Tarn,** unique among the natural curiosities of France. The river has cut a passage between the Causse de Sauveterre and the Causse Méjean, 37 m. long, 1300 to 1650 ft. deep, and 1500 to 2000 yds. wide. The vertical walls are reddened by iron, and a rich vegetation grows wherever there is the slightest foothold. It should be remembered that, although a good road descends the whole length of the gorge, it is quite impossible to appreciate adequately the peculiar beauty of the scenery except from a boat (comp. p. 250). Not the least interesting feature of the district is the remarkable series of caverns and underground rivers, many of which are easily accessible.

Approaches. The ideal way of visiting the Gorge of the Tarn is to approach it from Florac (p. 249), descending thence by road to Ste-Enimie and by boat thence to Le Rozier (see below), above Millau. Hurried travellers may omit the section above Ste-Enimie, or even begin the descent at La Malène (p. 251). The visit to the gorge itself may be admirably supplemented by excursions to the rocky waste of Montpellier-le-Vieux (p. 252), to the Grotte de Dargilan (p. 249), and to the subterranean river of Bramabiau (p. 253), all easily accessible from Millau, Le Rozier, or Mont Aigoual.

From Mende to Florac, 25 m. (40 km.) by road (omnibus daily in 2 hrs.). Leaving Mende (p. 245) by the Route de Toulouse, we descend the Lot as far as the station of (4½ m.) *Balsièges*. Here we cross the Lot and turn to the left up the Valdonnès. At (6¾ m.) *Rouffiac* a fork on the left leads to (4½ m.) *Lanuéjols*, remarkable for its fine Romanesque church and for a Roman mausoleum of the 3rd cent. (?), known locally as 'lou maselet' (the little house).—The direct road ascends to the right and crosses (13 m.) the *Col de Montmirat* (3432 ft.), between the Causse de Sauveterre and Mont Lozère, beyond which we descend in zigzags through (16¾ m.) *Nozières*, reaching (20½ m.) the bank of the Tarn 4½ m. below *Florac* (p. 249).

From Mende to Ste-Enimie, 16 m. (26 km.), by road, the shortest and least interesting approach from Mende to the Gorge of the Tarn.—To (4½ m.) *Balsièges*, where we diverge from the Florac road, see above. We ascend the steep side of the Causse de Sauveterre, leaving on the left (6¾ m.) a road to Ispagnac (p. 250).—12 m. *Sauveterre* is the wretched hamlet after which the Causse is named. We descend the steep ravine of Le Bac, with a view of the cliffs of the Causse Méjean in front, and finally drop down into (16 m.) *Ste-Enimie* (p. 250).

From Ste-Cécile-d'Andorge to Florac, 30½ m. (49 km.), light railway in 2½ hrs. (11 fr. 80, 8 fr. 85, 6 fr. 45 c.). *Ste-Cécile-d'Andorge*, see p. 231. The railway ascends the *Vallongue*, the upper valley of the Gardon d'Alais.—3¾ m. *Le Collet-de-Dèze* is a large Protestant village. Climbing gradually out of the valley by a succession of long curves, we reach the crest of the Cévennes near (17 m.) *Le Rouve-Jalcreste* (2746 ft.; Hôt. Jouanin). We descend the farther slope by the Mimente valley, dominated on the right by the Montagne du Bouges (4400–4600 ft.).—30½ m. *Florac*, see p. 249.

From Millau to Florac viâ Meyrueis, 48½ m. (78 km.) by road, the best approach for motorists and others wishing to make a thorough exploration of the gorge.

Millau, see p. 271. Leaving the town by the Av. Jean-Jaurès we ascend the right bank of the Tarn; on our right is the steep wall of the Causse Noir, on the left the *Puech d'Ondon* (2904 ft.).—At (3¾ m.) *Aguessac* we cross the railway, which soon disappears to the left. The road now rises some distance above the river and we see, on the opposite bank, the ruined castle of Caylus.—13½ m. (22 km.) **Le Rozier** (*Grand-Hôtel*, above the village, D. 10 fr.; *des Voyageurs*), facing *Peyreleau* (Hôt. du Commerce), is at the lower end of the Gorge of the Tarn (comp. p. 251), and is an excellent centre from which to visit the curiosities of the neighbourhood. A fair hilly road runs S. to (6¼ m.) *Maubert*, where guides are obtained for Montpellier-le-Vieux (p. 252). The Gorge of the Tarn diverges on the left, but its exploration should be reserved for the descent. Our road ascends the only less impressive cañon of the *Jonte*, keeping above the right bank of the stream. We round the rocky promontory of St-Gervais and cross the Ravin des Bastides.—20¼ m. *Les Douzes*.—22½ m. *Moulin de Sourbette*. A rough path up the ravine on the left and a cart-road farther on ascend to (1¼ hr.) the farm of *Hérant*, ½ m. N.N.E. of which is the *Aven*

Armand, a huge underground cavern with giant stalagmites, at present accessible only by a rope-ladder 250 ft. long.—24½ m. *Dargilan* guide-post (accommodation for motors). A path on the right descends to the Jonte, whose waters in summer are lost among the stones of its bed, and then makes a winding ascent to (50 min.) the ***Grotte de Dargilan**, a beautiful stalactite cavern with three radiating branches (open June 1st–Sept. 30th; adm. with guide, 10 fr.; overalls, 3 fr.; conducted parties start at 9.45, 10, 2.30, 3, 5, and 5.45; the visit occupies 2½ hrs.). The principal wonders are the Mosquée, the Salle de la Tortue, and the Escalier de Cristal in the S.E. gallery; the Eglise in the E. gallery; and the Salle du Clocher in the W. gallery. A direct road to Meyrueis (4½ m.; carriage 30–40 fr.) descends along the side of the Causse Noir.—The valley expands as we approach Meyrueis.—26½ m. (43 km.) **Meyrueis** (2264 ft.; *Hôt. de l'Europe*, R. 7, D. 11, pens. 20 fr.; *de France*), admirably placed at the confluence of the Bétuzon with the Jonte, between the barren Causses and the green foothills of Mont Aigoual, is a little town (756 inhab., largely Protestant), preserving two of its old gates and a restored belfry, and overlooked by a chapel-crowned rock. The local cheese is a good imitation of Roquefort. For the road to Bramabiau and Mont Aigoual, see p. 253.—The Florac road continues to mount the right bank of the Jonte as far as (31 m.) *Gatuzières*, where a zigzag ascent begins on the left, to end at (33½ m.) the *Col de Perjuret* (3383 ft.), a narrow neck connecting the Causse Méjean with Mont Aigoual. The curves of the descent to (37¼ m.) *Fraissinet-de-Fourques* may be avoided by a footpath on the right.—At (39 km.) *Les Vanels* we join the valley of the Tarnon and the road from St-André-de-Valborgne (see below). A track on the left at (40¼ m.) *Vébron* (Hôt. du Nord) ascends to (3¾ m.) *Nîmes-le-Vieux*, a tumbled mass of rocks, like Montpellier-le-Vieux, resembling a ruined city. We go on down the Tarnon, passing (42¼ m.) *Salgas*, with its attractive château, and joining (44½ m.) the road from Alais viâ Barre(see below).—48½ m.(78 km.) *Florac*, see p. below.

From Alais to Florac by road. A. Viâ *Ste-Cécile-d'Andorge*, 38 m. (62 km.), following the railway (pp. 231, 248).—B. Viâ *St-Germain-de-Calberte* and *Barre-des-Cévennes* (Hôt. Bellevue), 43½ m. (70 km.), a rough but picturesque road.—C. Viâ *St-Jean-du-Gard* (p. 232) and *St-André-de-Valborgne*, 55 m. (89 km.), the main road from Nîmes to the Tarn.—D. Viâ *St-Jean-du-Gard* and *Barre des-Cévennes*, 50 m. (80 km.), noteworthy as ascending the wild *Vallée Française* or *Valfrancesque*, the headquarters of the Camisards (p. 239) and still mainly Protestant.

For the approaches from the S. viâ *Mont Aigoual*, see pp. 251, 253.

Florac (1785 ft.; *Hôt. Central-Melquiou, Gleize*, pens. 26 fr.—Syndicat d'Initiative et Club Cévenol, at the station.—Motor omnibus to Ste-Enimie, Le Rozier, and Millau, 16 fr.) is the proper starting-point for a journey through the Gorge of the Tarn, though it is actually situated on the Tarnon, 1 m. above

its confluence with the Tarn. The little town (1385 inhab.) was a centre of the persecution of the Camisards (p. 239); except for its picturesque site, it has little to interest the traveller. The *Castle*, now a prison, has two round towers of 1703, and the *Convent of the Presentation* (1583) is entered by a fine doorway. The *Source du Pêcher*, when in spate, flows through the town with a tremendous volume of water.

From Florac to *Alais*, see p. 249; to *Génolhac*, see p. 231; to *Mende*, see p. 248; to *Millau* viâ Meyrueis, see p. 249.

The road to Millau by the Gorge of the Tarn crosses the Tarnon and soon afterwards the Tarn itself. The road to Mende diverges on the right before we reach (6 m.) *Ispagnac* (1739 ft.; Hôt. Saury), with a rebuilt Romanesque church in a fertile expansion of the valley.

The road hence to (1 m.) *Quézac*, where there is a good 14th cent. church, crosses the Tarn by a bridge equally old; both bridge and church were built by Urban V (p. 246).

6¾ m. *Molines* (Hôt. Pagès) is at the beginning of the gorge proper; the Causse Méjean, on the left, and the Causse de Sauveterre, on the right, close in on either bank. The road passes beneath the *Château de Rocheblave*, a 16th cent. manor-house, overlooked by a ruined 12th cent. castle. A little farther on (r.) is a large cave called the *Baume de Salpêtre*.—10½ m. *Montbrun*, in a ravine on the opposite bank.—12¾ m. *Castelbouc* guide-post. A belvedere erected by the Touring Club de France at the side of the road affords a view of the strange village of *Castelbouc*, whose houses press close against the rugged base of the cliff on the left bank. Boats may be hired for crossing the river.—13½ m. *Prades* (r.) is dominated by its old castle.—16¾ m. (27 km.) **Ste-Enimie** (1575 ft.; *Hôt. de Paris*, on the right bank, R. 7, D. 9, pens. 15 fr.; *du Commerce*, on the left, R. 8, D. 10, pens. 25 fr.) stands on an abrupt bend of the Tarn at the head of the navigable part of the gorge. The central arch of the 17th cent. bridge was carried away by a flood in 1900, whose highest point is marked by a tablet in the church. Above the town is the Romanesque chapter house of the convent founded in the 6th cent. by Enimie, daughter of Clothair II (?), who was cured of leprosy in the Fontaine de Burle, in the town. Her hermitage (key at the priest's house), 25 min. W. of the town, is occupied by a two-storied chapel.—Road to *Mende*, see p. 248.

At Ste-Enimie begins the descent of the cañon by boat (May 1st–Sept. 30th); but hurried travellers may go on by road to the Château de la Caze or even to La Malène, restricting themselves to the river voyage from there to Les Vignes, which traverses the finest part of the gorge. The complete journey takes 7–9 hrs. and is made in three stages: Ste-Enimie–La Malène (2 pers., 60 fr.), La Malène–Pas de Souci (50 fr.), Les Vignes–Le Rozier (35 fr.). The flat-bottomed boats carry two boatmen and five passengers, with a maximum of 35 kg. (76 lbs.) of luggage each. Luggage should be kept as light as possible as it has to be twice transhipped. The crew of each boat expects a gratuity of about 20% of the fare. Good hotel accommodation is available at La Caze and La Malène. Circular tours by autocar and boat are arranged in July–Sept. by the Syndicats d'Initiative at Mende and at Florac (usually on Thurs. and Sun.).

On the right as we leave Ste-Enimie is the Rocher de l'Ermitage, pierced by a road-tunnel.—3 m. (1¼ hr. from Ste-Enimie) *St-Chély-du-Tarn* (¼ hr. halt), in the beautiful Cirque de St-Chély, is connected with the right bank by a bold bridge. Above the landing-stage is a little Romanesque church, and, on the right of the square, a cavern, beside which is an ancient chapel.—A sharp bend brings us to the *Cirque de Pougnadoires*, crossed by the ruins of a mill-dam destroyed in 1900.—5 m. (2 hrs.) *Château de la Caze*, a fine old 15th cent. manor-house fitted up as a *Hotel (May 1st–Oct. 15th; R. 10, D. 10, pens. 27 fr.). The attractive interior may be visited also by travellers who make no stay. About 20 min. downstream (l.) is *Hauterive* with its ruined 12th cent. castle. We land while the boatmen shoot a rapid. High up on the right is the Grotte du Dragon, below which we disembark again a short distance above (8 m.; 3¼ hrs.) **La Malène** (1460 ft.; *Grand-Hôtel*, R. 8, L. 10, D. 11, pens. 25 fr.; *Osmin Monginoux*), a good halting-place for lunch for travellers who make the descent of the gorge in one day.—We re-embark below the bridge and, passing (l.) the formless ruins of the *Château de Montesquieu*, enter the finest reach of the gorge, where the Tarn flows through the *Détroit*, between towering vertical cliffs. At its exit the cliffs show curious dolomitic formations, whose nicknames are given by the boatmen (Cour de Louis XIV, Chapitre des Moines, etc.).—12½ m. We enter the *Cirque des Baumes, the finest point of the journey. On the right are the abandoned village of *Baumes-Vieilles* and, farther on, the hamlet of *Baumes-Hautes*. A staircase path ascends the cliff past the cavern of *Baumes-Chaudes* (no adm.), a prehistoric dwelling-place, to (1 hr.) the *Point Sublime* (2825 ft.; 1380 ft. above the river), which affords a magnificent *View of the gorge and the Causses; below the cavern is the Ermitage de St-Ilère.—A little below the chapel we must quit the boats in order to follow the road for 2½ m. to Les Vignes, for the river rushes over the *Pas de Souci*, a chaos of limestone blocks fallen from the cliffs on either side.—15½ m. (25 km.) **Les Vignes** (1358 ft.; *Hôt. Solanet, Parisien*, both good) is a good base for trout-fishing. Here we re-embark to descend the straight final reach of the cañon, whose rapids are negotiated with utmost skill by the boatmen; on each side are curious dolomitic rocks. After passing (l.) the huge detached *Pic de Cinglegros* we make the passage of the swift 'Roi des Rapides,' beyond which (r.) is the *Cirque de St-Marcellin*.—22½ m. (36 km.) *Le Rozier* (1280 ft.), where we disembark, and thence to *Millau*, see p. 248.

E. Mont Aigoual

Approaches. A. From Millau viâ Dourbies, 43½ m. (70 km.), a very fine road. Motor omnibus as far as Nant.—Quitting Millau by the Av. Gambetta,

the road crosses the Tarn and ascends the Dourbie valley.—3 m. *Le Monna.* The Dourbie flows through a narrow cañon between the Causse Noir (l.) and the Larzac. We pass (l.) the Grotte de l'Aluech, from which a stream flows occasionally at intervals of from six to ten years.—9½ m. *La Roque-Ste-Marguerite,* whose church was once the chapel of the now ruined castle, may be made the starting-point for the exploration of **Montpellier-le-Vieux,** the name given by the Languedoc shepherds to the wilderness of dolomitic rocks on the heights above La Roque. This labyrinth, known locally as *Lou Clapas,* is best approached from the hamlet of *Maubert,* reached in 1¼ hrs. by a rough road ascending on the left from the road to Le Rozier.—The largest house in Maubert is that of M. Robert, proprietor of Montpellier-le-Vieux, who provides the necessary guides for the exploration of the labyrinth of rocks (about 5 fr. per pers.). The whole of the 'ruins' is overgrown with dense vegetation. The guide will point out, if necessary, a footpath which descends direct to La Roque in ¾ hr.

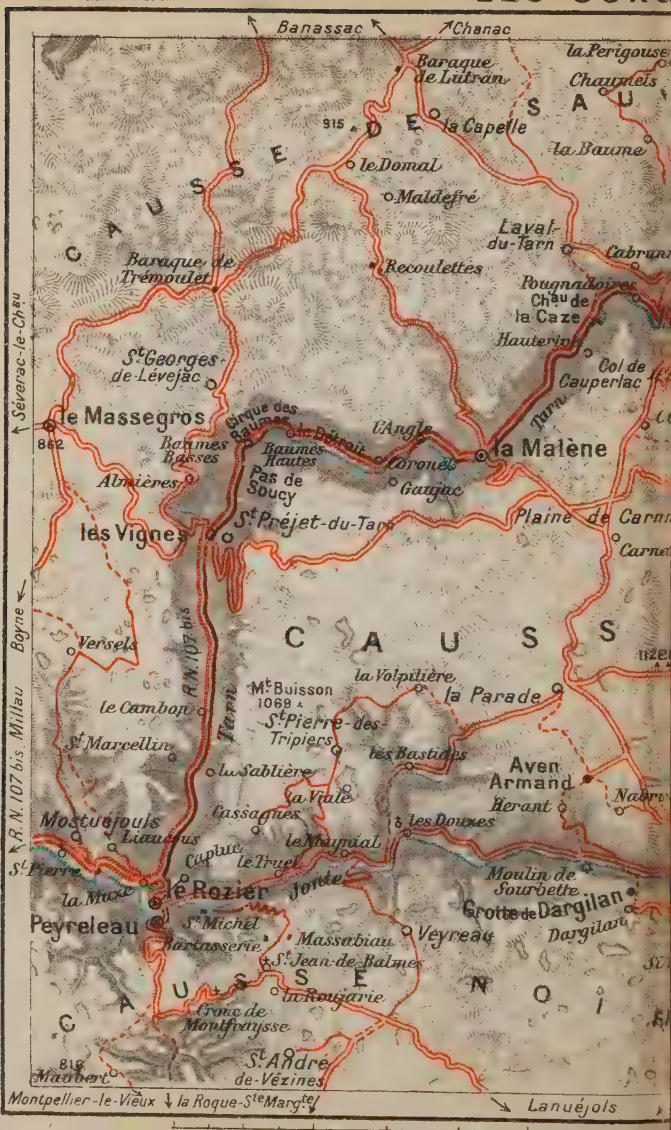
The Aigoual road crosses the Dourbie and ascends the left bank.—20 m. *Nant* (Hôt. des Voyageurs; omnibus from Nant-Comberedonde station, see p. 272) has a fine 16th cent. monastic church.—At (23½ m.) *St-Jean-du-Bruel* (Hôt. du Commerce; du Midi; omnibus from Sauclières station, see p. 272), a large village at the foot of a granitic gorge, we leave the Causse country and ascend above the right bank of the Dourbie.—At (27½ m.) the *Col de la Pierre-Plantée* (2897 ft.) we leave on the left a road to Meyrueis (p. 249).—32¼ m. *Dourbies* (2956 ft.).—At (37¼ m.) *Baraque de Montlau* we join the road from Le Vigan and at (41½ m.) Lespérou that from Valleraugue (see below). **Lespérou** (3940 ft.; *Hôt. de l'Observatoire; du Parc*), on the main ridge of the Cévennes, is a summer resort and a good excursion-centre. We turn to the left through the village and ascend to (42½ m.) the Col de la Serreyrède (4285 ft.; foresters' hut), which affords a splendid *View of the huge circuit of the upper Hérault valley, on the right, and of the pleasant vale of the Bonheur, on the left. The col is the meeting-place of several important roads. Our road follows the hillside to the right (short cut for pedestrians). At a monument to Georges Fabre, founder of the Aigoual observatory (1887), is the road (l.) leading to (43½ m.) the *Grand-Hôtel du Mont-Aigoual* (see below).

B. From Millau viâ Meyrueis, 42¾ m. (69 km.), see pp. 248, 253.

C. From Nîmes viâ Valleraugue, 77 m. (125 km.) by rail and road. From Nîmes to (54 m.) *Pont-d'Hérault* by railway, see p. 127.—Thence the road ascends the Hérault valley (r.) to (63½ m.) *Valleraugue* (1194 ft.; Grand-Hôt. Bourbon), a pleasantly-situated little town (778 inhab.), with silk-mills.—The road winds up the valley, crossing the river several times and the observatory (p. 253) appears on the right. At (66½ m.) *Mas-Méjean* (1800 ft.) the road leaves the river and zigzags up the flank of the Montagne de Lespérou. A footpath, 5 min. farther on, called the Escalier des Quatre-Mille-Marches, ascends direct to the summit in c. 3 hrs. Another short cut, following the telegraph-wires, saves 2 hrs. of the ascent to La Serreyrède.—At (75 m.) the *Col de Lespérou* we turn to the right for La Serreyrède, and (77 m.) the *Grand-Hôtel* (comp. above).

D. From Nîmes viâ Le Vigan, 79½ m. (128 km.) by rail and road. From Nîmes to (57¾ m.) *Le Vigan* by railway, see p. 127. The omnibus of the Grand-Hôtel du Mont-Aigoual meets trains at Le Vigan station. This new road is recommended for the descent.—We mount the valley of the Coudoulous and describe a great curve round its head, and then a curve in the opposite direction encircling a spur of Mont Aulas.—69 m. *Puechagut,* a 'maison forestière' surrounded by exotic evergreens, stands at a sharp bend of the road.—70½ m. *Baraque de Ribot,* a good inn.—71¾ m. The *Col du Minier* (4197 ft.) separates the Tarn basin from that of the Hérault.—77¼ m. *Baraque de Montlau,* where we turn to the right, and thence to (79½ m.) the *Grand-Hôtel,* see above.

The *Grand-Hôtel du Mont-Aigoual* (4595 ft.; R. 10, L. or D. 14, pens. 30 fr.), open all the year round, is an admirably situated summer resort, from which many fascinating excursions may be made, especially on foot. The first goal of every visitor is the summit of ***Mont Aigoual** or *Signal de l'Hort-de-Dieu* (5141 ft.) reached from the hotel by a good road (4 m.) viâ the *Col de Trépaloup* (4954 ft.).


Banassac
Chanac
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la Perigouse
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915
la Capelle
la Baume
le Domal
Maldefré
Laval-du-Tarn
Cabrun
Baraque de Trémoulet
Recoulettes
Pougnadoires
Chau de la Caze
Hauterive
St-Georges-de-Levejac
Col de Cauperlac
Séverac-le-Château
le Massegros
Cirque des Baumes
Baumes Basses
Baumes Hautes
le Bétrait
l'Angle
la Malène
862
Almières
Pas de Soucy
Coronet
Gaujac
les Vignes
St-Préjet-du-Tarn
Plaine de Carn
Carnat
Versols
CAUSS
la Volpilière
la Parade
Mt Buisson 1069
le Cambon
St-Pierre-des-Tripiers
St-Marcellin
les Bastides
le Sablière
la Viale
Aven Armand
Herant
Nabru
Mostuejouls
Cassagnes
les Douzes
le Maupual
Liaucous
Capluc
le Truel
St-Pierre
la Muze
le Rozier
Jonte
Moulin de Sourbette
Grotte de Dargilan
Peyreleau
St-Michel
Massabiau
Veyreau
Dargilan
Barrasserie
St-Jean-de-Balmes
CAUSSENOI
la Rougarie
Croix de Montfraysse
St-André-de-Vézines
Maubert
Montpellier-le-Vieux
la Roque-Ste-Marguerite
Lanuéjols
R.N. 107 bis
Millau
Byrne

LIBRAIRIE HACHETTE

12-88 Imp. Durfeuny, Paris.

The summit of this mountain, the southernmost of the great peaks of the Cévennes, commands the widest *View in Central France. On a clear day it is possible to see at the same time the mountains of Gavarnie, in the Pyrenees, and the summit of Mont Blanc, 400 miles apart; but perhaps the most attractive feature of the prospect is the Mediterranean coast from Montpellier to the Spanish frontier. Unfortunately a perfectly clear day is only of rare occurrence. A direction-table has been erected on the round tower adjoining the *Observatory*, built in 1887–9 on the plans of M. Georges Fabre. Part of the observatory has been arranged as a refuge, and permission may be obtained to pass the night there in order to view the sunrise.

Beneath the S. side of the summit is the *Cirque de l'Hort-de-Dieu*, in which is a good *Alpine Garden* (37 acres) reached (3¾ m.) by a forest path diverging on the right from the road to the summit about 2 m. from the hotel.

From Mont Aigoual to Meyrueis viâ Camprieu, 15¾ m. (25½ km.) by road.—From the hotel to the *Col de la Serreyrède*, see p. 252. From the col we keep straight on, with the Bonheur valley on the right, and then cross a watershed and descend into the Trévezel valley.—At (4½ m.) *Camprieu* (3600 ft.) the necessary guide may be found (5–10 fr.) for visiting the subterranean river of **Bramabiau**, where the Bonheur flows for ½ m. beneath the limestone causse. At present the exploration of the central part of its underground course is difficult and dangerous, and only the caverns nearest the entrance and exit are open to tourists. We may make our way from the entrance to the exit by the old upper bed of the Bonheur, which traverses also a short tunnel through the porous rock. The noise of the cascade at the exit has given the river its name (bœuf bramant, i.e. bellowing ox).—The main road, leaving Camprieu on the left, crosses the Bonheur valley, which it leaves by (8 m.) the *Col de Montjardin* (3865 ft.). On the left is a road to (1½ m.) *Lanuéjols*, a colliery village, and Millau. Our road zigzags away to the right, descending to (15¾ m.) *Meyrueis* (p. 249) by the Bétuzon valley.

From the Mont Aigoual hotel Meyrueis may be reached on foot by several other attractive routes: A. Viâ the Bonheur valley and the Col de la Croix-de-Fer (3½ hrs.); B. Viâ the Grande Draille along the ridge between the Brèze and the Bétuzon (3¼ hrs.); C. Viâ the Col de Prat-Peyrot and the Brèze valley 3¾ hrs.).

33. FROM NÎMES TO MONTPELLIER AND CETTE

Railway, 47⅞ m. (77 km.) in 1½–2 hrs. (23 fr. 70, 15 fr. 45, 9 fr. 75 c.); to *Montpellier*, 30½ m. (49 km.) in c. 1 hr. (15 fr. 5, 10 fr. 5, 6 fr. 35 c.).

Road, 47¾ m. (77 km.).—16 m. (26 km.) *Lunel* (see below).—30½ m. (49 km.) **Montpellier** (p. 254).—44 m. (71 km.) *Frontignan* (p. 257).—47¾ m. (77 km.) **Cette** (p. 258).

Nîmes, see Rte. 18.—At (2½ m.) *St-Cézaire* the line to Le Vigan (p. 127) diverges on the right. We pass several small stations and, beyond (10 m.) *Vergèze-Codognan*, cross the Rhôny, whose valley is populated almost entirely by Protestants. To the S.E. is the mineral spring at which Perrier water is bottled.—At (13 m.) *Gallargues* a line to Sommières (see below) diverges on the right. We cross the Vidourle.—16 m. (26 km.) **Lunel** (*Buffet; Hôt. du Commerce; du Lion-d'Or*), a flourishing but uninteresting town (7328 inhab.), is famous for its public garden and its muscatel grapes.

From Lunel a branch runs to (9½ m., 15 km.) *Sommières* (p. 127) viâ (3 m.) *Gallargues* (see above) and (6¼ m.) *Aubais*.—To *Arles* viâ St-Gilles, see p. 117.

18 m. *Lunel-Viel*.—25½ m. *St-Aunès* is 2½ m. N. of *Mauguio*, which stands on a large lagoon and was a refuge of the Popes during the troublous times of the 11–12th centuries.—At

(26¾ m.) *Les Mazes-le-Crès* a line from Sommières comes in on the right. We cross the Lez.

30½ m. (49 km.) **MONTPELLIER,** the chief town (76,025 inhab.) of the department of the *Hérault* and the seat of a bishop and of a famous university, stands in a fertile plain about 6 m. from the Mediterranean. The old town, though it contains one or two broad modern streets and some fine open spaces, consists principally of a maze of narrow alleys, many of which, however, are lined with fine old houses. It is essentially a residential city and its factories are relegated to the faubourgs.

Railway Stations. *Grande Gare* (Pl. E 4; Buffet), for the main line services of the P.L.M. and Midi railways.—*Gare Chaptal* (Pl. B 4), for local trains to Rabieux and to Béziers viâ Mèze.—*Gare de l'Esplanade* (Pl. E 3), for trains to Palavas.

Hotels. MÉTROPOLE (Pl. a; E 3), 3 Rue Clos-René, R. 16, L. 15, D. 16 fr.; MAGUELONE (Pl. c; E 3), 5 Rue Maguelone, R. 10, L. or D. 10, pens. 24 fr.; DU MIDI, Boul. Victor-Hugo, facing the theatre (Pl. E 3), R. 10, L. or D. 12, pens. 35 fr.; DU COMMERCE, 13 Rue Maguelone; DE NICE, 14 Rue Boussairolles; D'ANGLETERRE, 7 Rue Maguelone, R. 7, D. 11 fr., all near the main station.—MODERNE, 7 Rue Boussairolles, DU NORD, Boul. de l'Observatoire, these two meublés, R. 8 fr.

Restaurants. *Select*, at the Hôt. d'Angleterre, Rue Maguelone; *Brasserie Moderne*, 15 Boul. de l'Esplanade; *Gros-Glacier* (crèmerie and grill-room), 12 Boul. Victor-Hugo; *Taverne-Alsacienne*, Place de la Comédie.

Cafés in the Place de la Comédie, Rue Maguelone, and Boul. de l'Esplanade.

Post Office (Pl. D 2), Place de la Préfecture.—SYNDICAT D'INITIATIVE, in the theatre, Place de la Comédie (Pl. E 3).

Tramways from the Place de la Comédie to *Castelnau* viâ the Boul. Henri IV; to *Celleneuve* viâ the station and the Cours Gambetta; etc.

History. Montpellier appears in the 10th cent. as two separate towns: Montpelliéret, subject to the bishops of Maguelone, and Montpellier, the lordship of the Guilhems. In 1204 the marriage of the heiress of this family brought Montpellier to the crown of Aragon and in 1262 it was detached to form part of the new kingdom of Majorca. In 1292 Montpelliéret was taken by Philip the Fair and in 1349 Jaime III of Majorca sold Montpellier to Philip of Valois, and the two towns were united. The medical school, perhaps founded by Arab physicians driven out of Spain, was incorporated in 1221 and the University in 1289, and in 1536 the bishopric of Maguelone was transferred hither. In 1615 and 1621 Montpellier, with Montauban and La Rochelle, was a stronghold of the Protestant Duc de Rohan, but it fell in 1622 to Louis XIII, who conducted the assault in person. Among famous natives of Montpellier are St. Roch (1295–1327), Jean-Jacques de Cambacérès (1753–1824), President of the Convention and High Chancellor of the Empire, Auguste Comte (1798–1857), the founder of positivism, and Xavier Fabre (1766–1837) and Alexandre Cabanel (1823–89), the painters.

Facing the station is a square with a statue of Jules Planchon (1823–88), the protagonist of the war against the phylloxera. On the right the handsome Rue Maguelone leads direct to the lively PLACE DE LA COMÉDIE (Pl. E 3), the centre of the town, adorned with a fountain of the Graces (1776) and bordered by the façade of the *Theatre* (1889). On the right is the Promenade de l'Esplanade, backed by the Citadel (Pl. E 2; 1624). On the left of the Esplanade is the ***Musée Fabre** (Pl. E 2; adm. 1 fr., 9–12 and 1.30–4 or 5; closed on Mon.;

free on Thurs. and on Sun. 1.30–4 or 5), founded by the generosity of the painter Fabre in 1828, and subsequently much enlarged. The entrance is at 13 Rue Montpelliéret.

This musée, one of the best in the French provinces, is noteworthy for its Italian and Dutch paintings, its French paintings of the 18–19th cent., and its French sculpture.—Room I. French 19th cent. paintings: r. to l. *Houdon*, Voltaire (terracotta); *Henner*, Good Samaritan; *Ary Scheffer*, Prof. Lallemand; *Harpignies*, Ruins of Château d'Hérisson; *Nozal*, Les Saintes-Maries.—Room II. (on the right): in the passage, *Barrias*, Young Mozart; then (l. to r.) *Guardi*, Grand Canal; *16th cent. Venetian School*, Old Man; *School of Raphaël*, Youth; *Zurbaran*, St. Agatha; *Ribera*, St. Mary of Egypt; *Zurbaran*, The angel Gabriel; *P. Veronese*, Marriage of St. Catherine; *Xavier Fabre*, Portraits of himself, Alfieri, the Countess of Albany, and Canova; *P. Brueghel*, Peasants fighting.—In the centre, jewels, bronzes, etc.; the Beauvais tapestry furniture illustrates La Fontaine's fables.—Salle Valedau (l. to r.): *Rubens* (?) François Franck; *Nic. Maas*, Old woman; *Teniers the Younger*, Man with a white hat; *Metsu*, The writer; *Terburg*, *Girl serving drink; *Mieris*, The pearl-threader; *Jan Steen*, Family dinner; *G. Dou*, Mouse-trap; *Teniers the Younger*, Man with a stoneware jug, Kermesse; *Jan Both*, *A. Cuyp*, Landscapes; *Metsu*, Market-woman; *Teniers the Younger*, Man smoking; *Karel du Jardin*, Peasant before an inn; *Wouverman*, Army on the march, Horse-fair, Stirrup cup; *Van Goyen*, *Ruysdaël*, Landscapes; *Reynolds*, Infant Samuel; *Van de Velde the Younger*, The little fleet; *Berchem*, Landscape; *Van Ostade*, Tavern interior.—In the next room are Drawings by *Raphaël*, *Rembrandt*, and *Tiepolo* (l.) and *Greuze* and *Fragonard* (r.).—Small Cabinet: *François Clouet*, Portraits; *15th cent. Florentine School*, Adoration of the Magi; *Lor. di Credi*, Adoration of the Child; *Botticelli*, Madonna and St. John; *15th cent. Flemish School*, Christ blessing the Three Maries.—Salle Cabanel, with drawings by *Alex. Cabanel* and his bust by *Paul Dubois*.—Salle Bruyas: Drawings and water-colours by *Decamps*, *Théodore Rousseau*, *Millet*, and *Delacroix*, and bronzes by *Barye*.—In the passage leading to the Grande Galerie are drawings by *Harpignies*; the Vestibule contains unimportant paintings.—Grande Galerie, r. to l.: Paintings by the native artists *Sébastien Bourdon* (1621–71) and *Jean Raoux* (1677–1734); *Poussin* (attributed to), Death of St. Cecilia, Baptism of Christ; *Largillière*, Portrait of the artist; *Van Loo*, Victor Amadeus II; *Rigaud*, Fontenelle; *Natoire*, Venus praying Vulcan to forge weapons for Æneas; *Oudry*, Still life; *Greuze*, Girl with a basket, Young mathematician, Twelfth Night, Head of a paralytic, Girl praying; *Aved*, Mme. Crozat; *Greuze*, Heads, Morning prayer, Idler; *Mme Vigée-Le Brun*, Empress Elizabeth Alexeievna; *Hubert Robert*, Landscape; *J. Vernet*, Sea-piece; *Ingres*, Studies for the paintings of Jesus with the Doctors, and the Apotheosis of Homer; *Alex. Cabanel*, Velléda; *Gustave Doré*, Souvenir des Alpes; *Courbet*, *Man with a pipe (a portrait of the artist), Portrait of Bruyas; Spinner asleep (the artist's sister); Portrait of the artist; Meeting (Courbet and Bruyas); *G. Doré*, Evening on the Rhine; *Courbet*, Near the Doubs, Portraits of Bruyas and Baudelaire; *Delacroix*, Mulatto woman, Daniel, Moroccans under fire, Orpheus and Eurydice; *Géricault*, Studies of hands and feet, Portrait of Byron; *Delacroix*, Algerian women at home, Portrait of Bruyas; *Courbet*, *Women bathing; *Isabey*, Seascape; *Th. Rousseau*, Pool at Fontainebleau; *Millet*, Offering to Pan; *Delacroix*, Michael Angelo in his studio; *Fromentin*, The Smalah; *Rousseau*, Edge of the forest; *Corot*, Netting fish, Mist; *Ziem*, Landscape; *Troyon*, Norman kine, Trough; *Corot*, *Morning light; *Diaz*, Girl in an arbour; Love's meeting; *Huet*, Bas-Meudon; *Tassaert*, The Artist's studio and his portrait, etc.; *Henner*, Alsatian girl; *Géricault*, Stable; *Dévéria*, Birth of Henri IV; *Cabanel*, *Mme. Marès; *Prud'hon*, Four symbolic figures; *Cabanel*, The Artist's nieces; *Ingres*, Stratonice; *Vernet*, Landscape (Beaucaire Fair); *L. David*, Portraits and studies; *Coypel*, Death of Dido.—Sculptures: *Houdon*, Summer, Winter, and two busts; *Rude*, Galatea; *Pradier*, Nyssia, queen of Phrygia; etc.

The same building houses the **Library** (adm. 1.30–5.30 and 7.30–9.30, except Sat. and Sun.; entrance 37 Boul. de l'Esplanade), which contains the books of Alfieri and of the Countess of Albany. The *Collection Cavalier* (shown by permission of the librarian) includes interesting 18th cent. books and a 15th cent. miniature of Charles the Bold.

The Rue de la Loge leads from the theatre to the *Préfecture* (Pl. D 2), whence the Rue Nationale, on the left brings us to the imposing *Palais de Justice* (1846), on the site of the palace of the Guilhems (comp. p. 254).—On the left in the Rue Eugène-Lisbonne (No. 14; 2nd floor) is the *Musée Archéologique*, a miscellaneous collection of antiquities and coins. The Rue Nationale ends at the *Porte du Peyrou* (Pl. C 2), a triumphal arch (1691) erected in honour of Louis XIV, with bas-reliefs of his most famous exploits. Beyond it is the fine PROMENADE DU PEYROU (Pl. C 2) begun in 1688 and finished in 1776. The main entrance is flanked by two sculptured groups by Injalbert. Behind a statue of Louis XIV (1838) is the *Château d'Eau*, ornamental water-work fed by the *Aqueduc de St-Clément* (Pl. A, B 2; 1753–66) which extends to the W.—The Boulevard Henri-IV leads N. from the Promenade. On the left is the **Jardin des Plantes** (Pl. C 1), the oldest botanical garden in France, founded by Richer de Belleval in 1593, containing many fine old trees. The monument to Rabelais, by Villeneuve, bears small busts of Pantagruel, Gargantua, Panurge, and Friar John of the Funnels. A tablet in the old town moat within the walls of the Botanical School is said to mark the first grave of Narcissa Temple, adopted daughter of the poet Edward Young, who died at Montpellier in 1730 (comp. p. 28). Opposite the garden stands the **Faculté de Médecine** (Pl. C 2), incorporated in 1221 and occupying the buildings of a Benedictine abbey founded by Urban V in 1364; remains of the cloister may be seen in one of the courtyards. Among the portraits of professors in the Salle du Conseil is that of Rabelais, who in professorial gown (?) is exhibited in the Salle des Actes. Besides a valuable library with manuscripts dating back to the 8th cent., the building contains the *Musée Atger* (adm. Thurs. 2–4 on application to the secretariat of the faculty), an excellent collection of drawings of the French school. On the boulevard beyond the Faculté is the *Tour des Pins* (Pl. D 1; 12–14th cent.) surmounted by two cypresses and bearing a 13th cent. inscription commemorating the birth at Montpellier of Jaime I of Aragon (1208).

On the right is the **Cathedral** (Pl. D 1, 2; *St-Pierre*), the church of Urban's abbey (comp. above). Three of its four towers are original (1364), the fourth was rebuilt in 18[illegible]. The main doorway is preceded by a curiously ungainly portico of the 15th cent. supported by massive cylindrical pillars. The modern doorway on the right-hand side has a good tympanum by Baussan. The aisleless nave (14th cent.) has six chapels on either side; in the transepts: N., *St. Bourdon*, Simon Magus, and S., *Jean de Troy*, Miracle of St. Peter. The choir was built by Revoil in 1855.

In the Rue de l'Université, E. of the cathedral, is the

MONTPELLIER
CENTRE DE LA VILLE
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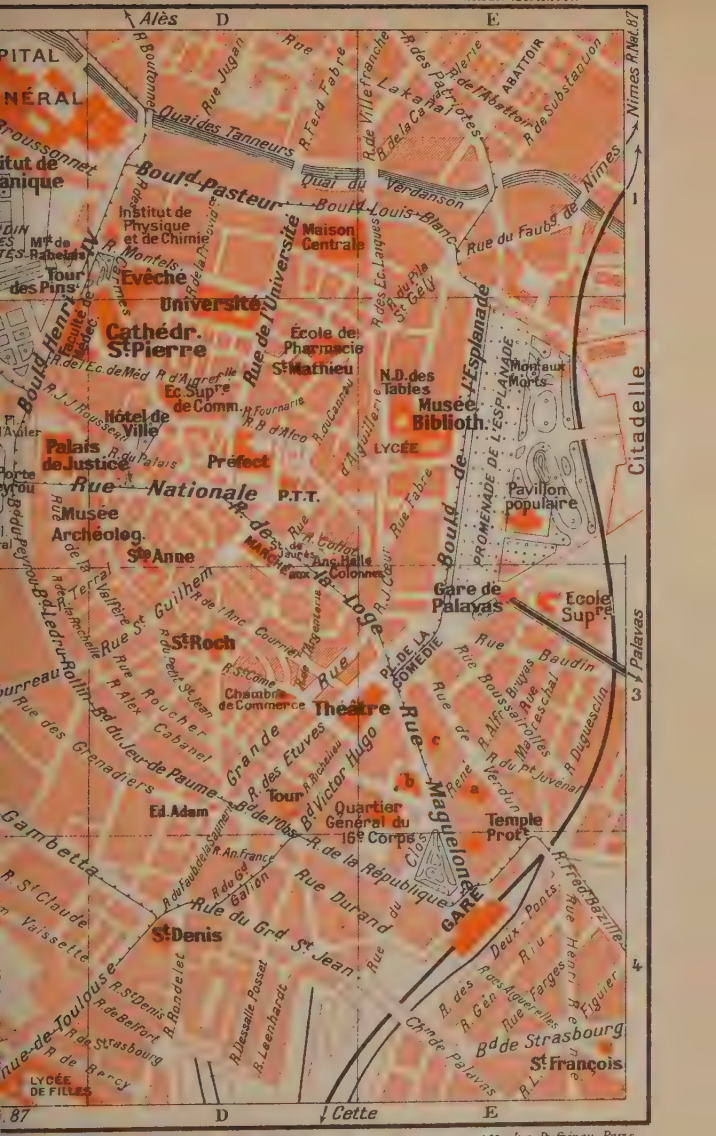
Rue de Ganges
Av. Chancel
la Portalière des Masques
Rue du Rue Gerhardt
Rue Magnol
R. Dessales
Carré
Av. d'Assas
R. Richer de Belleval
Av. de l'Ecole d'Agriculture
Rue Washington
Rue Marcel de Serres
Arceaux de l'Aqueduc St. Clément
Rue du Progrès
Rue Gustave
Rue Raoul
R. des Volontaires
R. Baumes
Réservoir
Pl. Rue Castries
Av. de Lodève
Rue du Faubg de Celleneuve
Rue St. Louis
R. Aug. Comte
R. Emile Zola
R. de l'Ecole de Droit
Rue Guill. Pellicier
Rue Haguenot
R. de Laverune
R. de la Palissade
PLACE RENOUVIER
Figuerolles
R. St. Joseph
de Crapponne
R. de la Rarnière
R. Rambaud
R. du Faubg
Chemin de Laverune
R. Adam
R. Desmazes
Rue Gaussinel
Gare
PL. RUE PAGES
R. Adolp Nourrit
Boul. Renouvier
Rue R. Josd
Rue R. Rouge
R. du Comm
Rue Lafeuillade


Alès
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NÉRAL
Boul. Pasteur
Quai des Tanneurs
Quai du Verdanson
Boul. Louis-Blanc
Institut de Physique et de Chimie
Maison Centrale
Rue du Faubg de Nîmes
Mt de Tes-Rabelais
Tour des Pins
Evêché
Université
Rue de l'Université
Cathédr. St Pierre
École de Pharmacie
St Mathieu
N.D. des Tables
Monteaux Morts
Ec. Sup.re de Comm.
Hôtel de Ville
Musée Biblioth.
Citadelle
Palais de Justice
Préfet
LYCÉE
Rue Nationale
P.T.T.
PROMENADE DE L'ESPLANADE
Pavillon populaire
Musée Archéolog.
Ste Anne
Anc. Halle aux Grains
Anc. Halle aux Colonnes
Gare de Palavas
École Sup.re
Palavas
St Roch
Chambre de Commerce
Théâtre
PL. DE LA COMÉDIE
Rue Baudin
Grande Tour
Quartier Général du 16e Corps
Ed. Adam
Temple Prot.t
Gambetta
Rue Durand
GARE
St Denis
Rue du Gd St Jean
Rue de Toulouse
Bde de Strasbourg
St François
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University (Pl. D 1, 2), occupying the old Hôtel-Dieu. In the first courtyard are Roman and mediæval stones; the Salle Cabanel, entered from the cloister, contains reproductions of all that painter's works. Farther E., the *Ecole de Pharmacie* occupies the former buildings of the Faculté de Médecine.

Of the many interesting old houses in Montpellier the following may be mentioned: *Hôtel St-Côme* (1756), now the Chamber of Commerce, in the Grande-Rue, the *Maison de St-André*, Rue Embouque-d'Or, and the *Hôtel de Lunaret*, 5 Rue des Trésoriers-de-France, the last two with fine staircases.

The Castelnau tramway (p. 254) runs in 15 min. to the bank of the little river Lez, a pleasure-resort of the Montpelliérains, with riverside restaurants (Gosserand; Aux Aubes).

From Montpellier to Palavas, 7½ m. (12 km.), light railway from the Gare de l'Esplanade in 25 min.—**Palavas** (*Grand-Hôt. de la Méditerranée; des Bains; Beau-Rivage*) is a small bathing-resort with a casino, at the mouth of the Lez. About 2½ m. S.E. along the beach lies **Maguelone**, an ancient seaport, entirely destroyed in 1633 by Louis XIII except for the church of *St-Pierre*, the former cathedral (comp. p. 254), a fortified 12th cent. building with a beautiful doorway, interesting capitals, and the tombs of several bishops.

From Montpellier to Sommières, 18 m. (29 km.), railway in 1 hr.—To (4½ m.) *Les Mazes-le-Crès*, where we leave the Nîmes line, see p. 254.—8 m. *Castries* is overlooked by an imposing château standing in a fine park. The 11th cent. church contains some sculptured pillars. *Montaud*, 5½ m. N., was the birthplace of Jules Massenet (1842–1912), the composer of 'Manon.'—Beyond (16 m.) *Boisseron* we cross the Vidourle.—18 m. (29 km.) *Sommières*, on the Nîmes–Le Vigan line, see p. 127.

From Montpellier to Rabieux (Lodève), 28½ m. (46 km.), light railway from the Gare Chaptal in 2–2½ hrs.—2½ m. *Celleneuve* (tramway from Montpellier) has a 12–14th cent. church.—20 m. **Aniane** (1992 inhab.) owes its origin to a monastery founded in 780 by St. Benedict of Aniane (750–821), a reformer of mediæval monasticism. It was completely rebuilt in the 17–18th century. About 4½ m. N. up the Hérault gorge is the picturesque village of *St-Guilhem-le-Désert* (Hôt. Moderne), strangely placed in the gorge of the Verdus at the foot of a vertical cliff crowned by a ruined castle. The interesting church (11–12th cent.) was once that of a powerful Benedictine abbey ruled by St. William (Guilhem), Duke of Aquitaine. The gorge, above the village, expands into a fine 'cirque.'—The road up the Hérault gorge goes on through the wild Garrigues viâ (15½ m.) *Brissac*, with a church and castle, both of the 12th cent., to (22 m.) *Ganges* (p. 127).

Beyond Aniane the line follows the Hérault, which it crosses at (22½ m.) *Gignac* (2301 inhab.; Hôt. du Centre).—At (28½ m.) *Rabieux* we join the line from Béziers; thence to Lodève, see p. 375.

From Montpellier to Mèze (Béziers), 22½ m. (36 km.), light railway from the Gare Chaptal in 1½–2 hrs.—To *Celleneuve*, see above.—5 m. *Lavérune* has an old castle of the bishops of Montpellier.—6¾ m. *Pignan-Murviel*. *Pignan* preserves many mediæval buildings and (1¼ m. N.E.) the church of *Vignogoul* (1220), a curious mixture of the Romanesque and Gothic styles. *Murviel*, perhaps the Roman Altimurium, is surrounded by a cyclopean wall of pre-Gallic workmanship.—At (12½ m.) *Montbazin* we cross the Montpellier–Paulhan railway (p. 272).—15 m. *Poussan* is the junction for Montbazin-Gigean (p. 272).—16 m. *Balaruc*, 1 m. N. of Balaruc-le-Vieux (p. 258).—18 m. *Bouzigues* is a little port on the Etang de Thau.—22½ m. (36 km.) *Mèze* and thence to Agde, see p. 375; to Béziers, see p. 374.

Beyond Montpellier the main line passes (r.) the Château de la Lauze and an old bridge over the Masson.—35½ m. *Villeneuve-lès-Maguelone* has an 8th and 13th cent. church (1¼ m. S.). On the left are salt marshes.—39 m. *Vic-Mireval*. On the left is the fortified 12th cent. church of *Vic-la-Gardiole*.—43½ m. *Frontignan* (Hôt. Miramond), with 3670 inhab., is famous for its muscatel dessert-wine. The Gothic church preserves fragments of a Romanesque building. We

traverse the narrow strip of sand separating the Etang de Thau from the Mediterranean.

CETTE (*Buffet*), at the junction of the P.L.M. and Midi railways, is, after Marseilles, the largest French commercial port on the Mediterranean (35,405 inhab.). Its prosperity dates from the construction of the harbour in 1666 by Louis XIV at the suggestion of Colbert. The town has little to interest the traveller except its harbour and its curious situation on a narrow sand-spit between the Etang de Thau and the sea, close against the isolated Mont St-Clair (590 ft.), the Roman Mons Settius.

Hotels. Grand-Hôtel, 17 Quai de Bosc, R. 12, L. or D. 12, pens. 28 fr.; Terminus, opposite the station, R. 10, L. or D. 11, pens. 30 fr.; de Paris, Rue Frédéric-Mistral.

Post Office, Rue de la Poste.

Tramways from the station to the Mole and the *Corniche;* from the Halles to *La Peyrade*, on the Montpellier road; from the Pont Virla to *Les Métairies*.

Steamboats to *Balaruc, Bouzigues*, and *Mèze;* to *Marseilles;* and to *Port-Vendres, Spain*, and *Algeria*.

British Vice-Consul, Maj. A. W. D. Jones, Quai d'Alger.

Leaving the station we cross the Canal Latéral and enter the *New Town* by the Avenue Victor-Hugo. On the left is the theatre, on the right the Ecole Victor-Hugo, containing the municipal *Musée* (a few good pictures; adm. on application). At the end of the avenue the Pont Neuf crosses the Darse de la Peyrade. The Rue du Pont-Neuf and the Pont de la Victoire (l.) lead to the *Plage*, with its small Casino. The quay on the right at the Pont Neuf brings us to the *Canal de Cette*, which we cross to reach the *Old Town*. In both directions extends the Quai de Bosc, the principal thoroughfare of Cette, at right angles to which is the Rue de l'Esplanade, leading to the *Square du Château-d'Eau*, a small public garden. Turning to the left along the quay we reach the *Môle St-Louis*, protecting the *Ancien Bassin*, the fishing-harbour. Opposite the terminal lighthouse is the *Jetée de Frontignan*, and out at sea the huge *Breakwater*, with a quarantine station.

The *Route de la Corniche*, beyond the Mole (tramway), runs between the Mont St-Clair and the sea, and forms the first part of the *Tour de Montagne* (5 m.; carriage 20 fr.).—*Mont St-Clair* (590 ft.; view), W. of the town, is best ascended by the road on the left of the College.

From Cette to Balaruc-les-Bains. A. By railway, see below.—B. By steamer from the Quai de la Bordigue, thrice daily in ¼ hr. As we leave the Canal de Cette we see (l.) the *Station Zoologique* of Montpellier University and (r.) the hills of *La Gardiole* (750 ft.).—**Balaruc-les-Bains** (*Grand-Hôt. des Thermes*, May 15th–Oct. 30th) is a small spa with warm salt springs, frequented also for the bathing in the *Etang de Thau*, a salt lagoon (40 sq. m.), separated from the Mediterranean by the strip of sand on which Cette stands.—The boat goes on viâ Bouzigues (p. 257) to (6½ m.) *Mèze* (p. 374).

From Cette to Montbazin-Gigean, 8 m. (13 km.), railway in 35–40 min.—3¾ m. *Balaruc-les-Bains*, see above.—4½ m. *Balaruc-le-Vieux* has another station on the light railway from Montpellier to Mèze (p. 257).—8 m. *Montbazin-Gigean*, see p. 272.

From Cette to *Béziers* and *Toulouse*, see Rte. 47.

34. FROM BOURGES (PARIS) TO AURILLAC

Railway from *Bourges*, 205 m. (329 km.) in 8½–9½ hrs. From *Paris* (Gare d'Orsay), 350 m. (564 km.) in 13½–15½ hrs. (171 fr. 90, 112 fr. 25, 70 fr. 70 c.); to *Montluçon*, 178 m. (335 km.) in 5½–7½ hrs. (101 fr. 50, 66 fr. 25, 41 fr. 75 c.); to *La Bourboule*, 285 m. (459 km.) in 9¾ hrs. (138 fr. 60, 91 fr. 15, 57 fr. 45 c.); to *Le Mont-Dore*, 288 m. (464 km.) in 10 hrs. (141 fr. 15, 92 fr. 15, 58 fr. 5 c.); to *Mauriac*, 310 m. (499 km.) in 12¾–14¾ hrs. (151 fr. 90, 99 fr. 20, 62 fr. 50 c.).—The through carriages (sleeping and restaurant cars) for La Bourboule and Le Mont-Dore diverge at Eygurande.

Road, viâ Aubusson, 347 m. (559 km.).—From Paris to (139 m., 224 km.) *Bourges*, see the *Blue Guide to North-Western France*.—165¾ m. (267 km.) *St-Amand-Mont-Rond* (see below).—204 m. (327 km.) **Montluçon** (p. 260).—218 m. (351 km.) *Chambon* (p. 261).—241½ m. (389 km.) **Aubusson** (p. 274).—248½ m. (400 km.) *Felletin* (p. 274).—277 m. (446 km.) **Ussel** (p. 276).—291½ m. (469 km.) *Neuvic* (p. 276).—309½ m. (498 km.) **Mauriac** (p. 265).—334 m. (538 km.) *St-Cernin*, with an interesting church.—347 m. (559 km.) **Aurillac** (p. 265).

Viâ Clermont-Ferrand (the main road), 377½ m. (608 km.).—To (204 m., 327 km.) *Montluçon*, see above.—218½ m. (352 km.) *Montaigut-en-Combraille*s.—233½ m. (376 km.) *St-Pardoux*.—250¼ m. (403 km.) **Riom** (p. 218).—259½ m. (418 km.) **Clermont-Ferrand** (p. 220).—294½ m. (474 km.) *Laqueuille* (p. 276; for the road hence to **La Bourboule** and **Le Mont-Dore**, see p. 261).—320½ m. (516 km.) *Bort* (p. 264).—339½ m. (547 km.) *Mauriac* (p. 265).—364½ m. *St-Cernin* (see above).—377½ m. (608 km.) **Aurillac** (p. 265).

Bourges, and from Paris to Bourges viâ Orléans (145 m.) see the *Blue Guide to North-Western France*.—Quitting Bourges the train reverses direction and runs back towards Paris for 3 m., diverging to the left before (3½ m.) *La Chapelle-St-Ursin*.—7½ m. *St-Florent-sur-Cher* (Hôt. du Pont-du-Cher) is an industrial town (2646 inhab.) with a restored château (15–16th cent.) and the remains of a Roman bridge. A branch line runs to (15 m. W.) *Issoudun* (see the *Blue Guide to North-Western France*).

From St-Florent to Marçais, 32½ m. (52 km.), light railway in 2½ hrs., viâ (19¼ m.) *Lignières* (Hôt. de la Croix-Verte), where Calvin preached Protestantism while still a student at Bourges. The château dates from 1657; the 12th cent. church was rebuilt in the 16th century.—32½ m. *Marçais*, see p. 260.

The main line crosses the Cher.—17½ m. *Châteauneuf-sur-Cher* (1774 inhab.; Hôt. du Bœuf) has a large modern church and an old château of many periods.—26½ m. *La Celle-Bruère*. The villages of La Celle, with a Romanesque church, and Bruère, a quaint old place still surrounded by ramparts, are on the opposite side of the river.—31 m. (50 km.) **St-Amand-Mont-Rond** (*Hôt. de l'Image & de la Poste; du Pont-Neuf*), an important town (8042 inhab.) at the junction of the Canal du Berry with the Cher, consisted originally of two towns, whose sites are still connected by the Rue d'Entre-les-Deux-Villes. The *Church* is a 12th cent. building with a beautiful 13th cent. door; the old *Castle* is represented by the Butte de Mont-Rond, overlooking the river.

Excursions may be made to (2½ m. S.) *Drevant*, with the ruined theatre and other buildings of the Roman *Derventum;* to (3 m. N.W.) *Noirlac*, whose ruined abbey has a fine cloister (13–15th cent.), and viâ (5½ m.) *Bruère* (see above) to (9¼ m.) *Meillant*, whose *Château (adm. on previous application) was built by Charles d'Amboise (1500–10).

From St-Amand to Châteaumeillant, 22½ m. (36 km.), light railway in 1½–2 hrs. Starting from the town station, the trains serve the Orléans station.—7½ m. *Marçais*, junction for Lignières and St-Florent (see p. 259).—14¼ m. *Le Châtelet*. The Romanesque church of *Puyferrand*, ¼ m. S., has a large 13th cent. chapel.—36 m. *Châteaumeillant*, see p. 261.

From St-Amand to La Guerche, 33½ m. (54 km.), light railway in 2½ hrs. The trains start from the Orléans station and pass through the town.—7½ m. *Charenton-du-Cher*.—From (9½ m.) *Laugère* a branch runs to (35 m.) *Bourges* viâ Dun-sur-Auron (see the *Blue Guide to North-Western France*). The little town of *Ainay-le-Château*, 1¼ m. S., with crumbling ramparts, stands on the N. edge of the *Forêt de Tronçais*, the finest oak-wood in France.—24 m. *Sancoins* is the junction for Lapeyrouse (p. 273). We descend the valley of the Aubois.—33½ m. *La Guerche* is on the railway from Bourges to Nevers (see the *Blue Guide to North-Western France*).

37 m. *Ainay-le-Vieil* has a fine Renaissance château (l.).—41 m. *Urçay* is the station for (7½ m. N.E.) *St-Bonnet-Tronçais* (Hôt. Truffaut; du Centre), the best centre for exploring the Forêt de Tronçais (see above).—48 m. *Vallon-en-Sully* has a fine steeple. *Hérisson*, 7½ m. S.E., in a picturesque situation, is an old town with a ruined castle, a favourite resort of the painter Harpignies.

62 m. (100 km.) **Montluçon** (*Hôt. Terminus*, R. 8, D. 12 fr.; *de l'Univers; de France*, R. 8, D. 8½ fr.; *Puy-de-Dôme*), a busy town (35,230 inhab.) on both sides of the Cher at the beginning of the Canal du Berry, has extensive foundries and glass-works. The centre of interest for the untechnical traveller is the *Old Town*, a network of old streets on a low hill on the right bank, culminating in the 15–16th cent. *Château*. The churches of *Notre-Dame* (15th cent.) and *St-Pierre* (partly 12th cent.) are not very remarkable. The most important factories are at *Ville-Gozet*, on the left bank.

A motor-omnibus (2½ fr.) runs at frequent intervals during the season to (4½ m. S.E.) **Néris-les-Bains** (*Grand-Hôtel*, R. 20, L. 16, D. 18, pens. 50 fr.; *Hôt. de la Promenade, du Jardin, Dumoulin, de Paris, de la Source, Rochette, du Casino*, R. 10–12, L. or D. 12, pens. 28–30 fr.; *Leopold*, R. 10, L. 10, D. 12, pens. 26 fr.; *Berger*, R. or D. 10, pens. 25 fr.), a popular watering-place (1563 inhab.) with a season lasting from May 15th to Sept. 30th. It is served also by the station of Chamblet-Néris, 3 m. S. (p. 274; motor omnibus, 2½ fr.). Its repute as a spa dates from Roman days, when *Neriomagus* was founded by Augustus; the barbarian invasions, however, destroyed almost all trace of the Roman settlement, and its waters were not again used until last century. They are a specific in nervous complaints and have a temperature of 125° Fahr. The peristyle of the *Grand Etablissement* contains Roman antiquities, as does the *Musée Rickotter-Moreau*. The *Casino* and *Park* are well arranged. The most interesting short excursion is to (11 m. S.E.) the abbey of *Bellaigue*, founded by St. Bernard in 1137.

From Montluçon to Moulins, 50¼ m. (81 km.), railway in 2–2½ hrs. (24 fr. 90, 16 fr. 25, 10 fr. 25 c.); this line is part of the through route from Bordeaux to Strasbourg.—From Montluçon to (7⅓ m.) *Commentry*, see p. 273. We diverge to the left from the Lyons line.—14¼ m. *Doyet-la-Presle* is connected by a branch line (4 m.) with *Bézenet* (p. 273).—At (18½ m.) *Villefranche-d'Allier* we cross the railway from Lapeyrouse to Sancoins (p. 273).—21¾ m. *Murat* has a conspicuous ruined castle (13–14th cent.); the church contains a beautiful reliquary of enamel and filigree. We traverse a district of small collieries.—41½ m. *Souvigny* (Hôt. du Lion-d'Or; de la Croix-d'Or) is an ancient town whose fine Cluniac church of St-Pierre (1100, rebuilt 1440) contains the mutilated tombs of Louis II of Bourbon (d. 1410) and of Charles I (d. 1456). Parts of the 15th cent. cloister and 13th cent. chapter house are extant. As we approach Moulins we cross the

Allier (view on the left).—50¼ m. *Moulins*, see the *Blue Guide to North-Eastern France*.

From Montluçon to La Châtre, 42 m. (68 km.), railway in c. 2 hrs. (20 fr. 90, 13 fr. 65, 8 fr. 60 c.). We traverse (1 m.) *La Ville-Gozet* (p. 260).—17 m. *St-Désiré* has a 12th cent. church.—At (23 m.) *Culan*, dominated by a fine 15th cent. château, we cross the picturesque valley of the Arnon.—28 m. (45 km.) **Châteaumeillant** (*Hôt. du Nord*) is a small town (2080 inhab.), noteworthy for the church of *St-Genès*, a Romanesque building with seven small apses, and for its *Hôtel de Ville*, which occupies an 11th cent. church of similar plan. The moated *Château* (16th cent.) is occupied by the Gendarmerie. Railway to St-Amand, see p. 260.—From (34 m.) *Champillet-Urciers* a branch line runs to Lavaufranche (p. 274). An interesting road runs S.E. viâ (1½ m.) *La Motte-Feuilly* to (5 m.) *Ste-Sévère-sur-Indre* (see the *Blue Guide to North-Western France*).—42 m. *La Châtre* (Buffet; Hôt. Descosses), in the heart of the 'George Sand Country,' is fully described in the *Blue Guide to North-Western France*.

From Montluçon to *Gannat* (Lyons) and to *Guéret* and *Limoges* (Bordeaux), see p. 274.

Above Montluçon the valley of the Cher narrows suddenly into a granite gorge. On the left above (67 m.) *Lignerolles* is the ruined Château de l'Ours.—76 m. *Budelière-Chambon*.

Chambon-sur-Voueize (*Hôt. du Lion-d'Or*), 2½ m. S.W., is famous for the beautiful Romanesque church of **Ste-Valérie* (11–12th cent.), with two towers, one at the W. end, the other above the E. bay of the nave, preceding the crossing, a unique position. The crossing itself bears a low lantern.

We cross the Tardes by a lofty viaduct and reach (79½ m., 128 km.) **Evaux-les-Bains** (*Grand-Hôtel Thermal*, open May 15th–Oct. 15th, R. 8, D. 14, pens. 30 fr.; *de la Fontaine*, R. 8, D. 11, pens. 20 fr.; *Laumet; Chardonnet;* etc.), a small spa (1508 inhab.) with anti-rheumatic waters. The 14–17th cent. church has an older tower. The environs are attractive.—90½ m. *Auzances* (Hôt. du Lion-d'Or) is a market-town with an old church. We traverse a featureless plateau.—102 m. *Létrade;* 108 m. *Giat*.—120 m. (193 km.) **Eygurande-Merlines** (*Buffet; Hôt. Paris-Terminus*, at the station; *Moderne*, at Eygurande, 1½ m. N.) is important chiefly as the junction for La Bourboule and Le Mont-Dore.—Continuation of the railway to Aurillac, see p. 264.

From Eygurande to Le Mont-Dore, 21¾ m. (35 km.), railway in c. 1¾ hr.; to *La Bourboule* in c. 1¼ hr.; through train from Paris.—5½ m. *Bourg-Lastic-Messeix* serves two villages with Romanesque churches.—At (13½ m.) *Laqueuille* (Buffet), where passengers not in a through train change carriages, we diverge from the Clermont line (see p. 276).—16 m. *St-Sauves*.—19¼ m. *La Bourboule* (see below).—21¾ m. *Le Mont-Dore* (p. 262).

From Eygurande to *Clermont-Ferrand* and to *Tulle* (Bordeaux), see p. 276.

LA BOURBOULE (2790 ft.), a well-known spa (1219 inhab.; 14,000 visitors yearly) occupies a delightful situation in the upper valley of the Dordogne, with an equable climate. The season lasts from May 15th to Oct. 1st. Of recent years it has greatly developed as a family resort.

Hotels, open during the season only unless otherwise stated. First class: Métropole, Av. de Verdun, 220 R., R. 18, L. or D. 20, pens. 55 fr.; Borghèse, Quai Jeanne d'Arc, L. 20, D. 25, pens. 50 fr.; Médicis-Palace et Majestic, Av. Agis-Ledru, 200 R., R. 16, L. 18, D. 20, pens. 50 fr.; de Paris, Boul. Louis-Choussy and Rue de Roumanie, 200 R., R. 10,

L. 18, D. 20, pens. 45 fr.; DU FUNICULAIRE, at Charlannes, R. 20, L. 15, D. 18, pens. 55 fr.

Less expensive: DES ILES-BRITANNIQUES, Quai de l'Hôtel-de-Ville and Av. Agis-Ledru, 180 R., L. 15, D. 18, pens. 45 fr.; CONTINENTAL, Av. d'Angleterre and Quai Jeanne-d'Arc, 150 R., R. 12, L. 16, D. 18, pens. 40 fr.; GRAND-HÔTEL, Boul. Maréchal-Foch, L. 12, D. 15, pens. 40 fr.; DU LOUVRE ET DE LORRAINE, Boul. G. Clemenceau, R. 15, L. or D. 15, pens. 35 fr.; SPLENDID, Rue Château, 250 R., pens. 40 fr.; DE L'ETABLISSEMENT, Boul. Foch, 100 R.; RICHELIEU, Boul. Clemenceau; DES AMBASSADEURS, Boul. Clemenceau; DES ANGLAIS, Av. Guéneau-de-Mussy, L. 8, D. 10, pens. 35 fr.; DE RUSSIE ET VICTORIA, Boul. Clemenceau, R. 15, L. or D. 14, pens. 30 fr.; DES ETRANGERS, Place de la Victoire; DE L'UNIVERS, Place G. Lacoste; TOURING-HOTEL, Av. des Etats-Unis.

Simpler: DU PARC, Quai Gén. Fayolle; DE LORRAINE, Boul. Clemenceau, open always; COSMOPOLITAN; TROCADÉRO; etc.

Pensions. *Villa Dulac, de l'Avenue,* Av. d'Italie; *Villa des Cascades,* less expensive, Av. d'Alsace-Lorraine; etc. —Lodgings from the *Syndicat des Logeurs,* Pont des Cascades, or *Agence Petit,* Boul. Clemenceau.

Restaurants and Cafés, at the hotels, in the Boul. Clemenceau, and at Charlannes.—TEA ROOMS, *Marquise de Sévigné, Rozier,* Boul. Clemenceau; *Au Fidèle Berger,* Rue Cornudet; at the *Casino* (see below); etc.

Post Office, in the Hôtel de Ville.—SYNDICAT D'INITIATIVE in the same building (r.).

Conveyances. CABS. Per drive in the town 5 fr., 7 fr. with two horses; to the station and back, 5 and 7 fr.; per hr. 8 and 12 fr. For longer drives a bargain should be made.—MOTOR COACHES (P.L.M. and Orléans railways). *Route d'Auvergne,* see p. 263; *Circuit du Massif Central,* see p. 264. Excursions may be arranged at the *Office du Tourisme,* or the *Soc. des Transports Automobiles,* Boul. Clemenceau.—FUNICULAR RAILWAY to Charlannes. see below.

Amusements. *Casino Municipal,* open June–Sept., with theatre, tea-rooms, etc.—*Race Meeting* (2 days at the end of July) at the Hippodrome. —*Tennis Courts* in the Parc des Jeux and at the Tennis Club.—*Golf Course* (18 holes) at Charlannes (see below).

English Church Services at the *Protestant Church,* Av. d'Italie, services on Sun. at 8.30 and 1.

The waters of La Bourboule, noted for their unusually high proportion of arsenic, are taken both internally and externally; they are very stimulating and have a temperature of 106–140° Fahr. The organising company has three Establishments: the **Thermes,** the sumptuous first-class spa, the *Etablissement Choussy* (2nd class), and the *Etablissement Mabru* (3rd class). The *Hospice Thermal* is for indigent patients. The *Parc Fenestre,* on the other side of the Dordogne, is an attractive promenade.

The *Plateau de Charlannes* (3900 ft.), reached by funicular railway (every 20 min.), with a hotel (see above), tea-gardens, etc., and the *Golf Course,* enjoys a fine view. The *Rocher,* ¼ hr. N., is another good view-point.—An attractive round of c. 4¼ hrs. leads viâ the quaint old village of *Murat-le-Quaire* to (2½ hrs.) the *Banne d'Ordanche* (4970 ft.; view) and the *Puy Gros* (4862 ft.): the descent may be made to Le Mont-Dore. For longer excursions, see p. 263.

LE MONT-DORE (3450 ft.), the sister spa (1551 inhab.) of La Bourboule, lies 3 m. farther up the Dordogne valley in a narrow glen. The climate is more variable than that of La Bourboule and the evenings are delightfully cool. Season, May 15th–Oct. 1st. The station lies to the N. of the town.

Hotels, open during the season only, unless otherwise stated. First class: MONT-DORE-PALACE OR SARCIRON, 300 R., pens. 70 fr.; INTERNATIONAL-PALACE-CARLTON, Rue de l'Eglise, 150 R., R. 15, L. or D. 18, pens. 45 fr.

Less expensive: GALLIA, Rue Meynadier; NOUVEL-HÔTEL ET DE LA POSTE, Place Michel-Bertrand, R. 15, L. 12, D. 14, pens. 28 fr.; DE PARIS, Place Bertrand, and DU PARC, Rue Meynadier, under the same management, R. 12, D. 14, pens. 30 fr.; THÉVENIN, beyond the Dordogne, R. 10, L. 12, D. 14, pens. 30 fr.; DES ETRANGERS ET MÉTROPOLE, Rue Rigny; DE LA PAIX, Rue Rigny, opposite the last; DES SAPINS, near the funicular station; GRAND-HÔTEL, Rue de l'Eglise, R. 12, L. 10, D. 12, pens. 35 fr.; RÉGINA-BARDET, Rue de l'Eglise, R. 10, L. or D. 12, pens. 28 fr.; DES THERMES, Rue Favart, R. 12, L. 10, D. 12, pens. 26 fr.; ST-GEORGES, Rue Montlosier, R. 15, L. 15, D. 16, pens. 35 fr.; etc.

Simpler: TERMINUS ET TOURING, open all the year, near the station, R. 12, D. 10 fr.; DU VATICAN, open always, Rue Jeanne-d'Arc, frequented by the clergy; DE RUSSIE, Rue Favart; MODERN, Av. de la Bourboule, R. 8, D. 10 fr.; etc.

Pensions. *Villa Chabaury* (annexe of the Hôt. Thévenin); *Villa Ramade*, Rue de l'Eglise.—Less expensive, *Villa Perry*, Av. de la Bourboule; *Les Cascades*, Av. Clemenceau; etc.

Restaurants at the hotels; *La Restauration*, Rue Meynadier; *Du Parc*, Rue Duchâtel; *Lyonnais*, Rue Montlosier; etc.—Cafés in the Rue Meynadier.—TEA ROOMS, *Marquise de Sévigné*, Rue Ramond; *Reine Margot*, Rue de l'Eglise; *Cromarias*, Rue Ramond; etc.—LODGINGS from the Syndicat des Logeurs or Agence Générale, Av. de la Bourboule.

Post Office, Rue de l'Eglise.—SYNDICAT D'INITIATIVE, Av. Clermont.

Conveyances. CABS, no fixed tariff.—MOTOR COACHES (P.L.M. and Orléans railways). *Route d'Auvergne*, see below; *Circuit du Massif Central*, see p. 264; service twice daily (May 20th–Sept. 20th) to *St-Nectaire* (comp. p. 264). Excursions may be arranged at the *Société des Autocars de Grand Luxe*, Rue Favart, the *Soc. des Transports Automobiles*, or the *Office du Tourisme*, both Rue Meynadier.—FUNICULAR RAILWAY to the Salon du Capucin (see below).

Amusements. *Casino*, open from mid-May to Sept., with a theatre, etc.; *Le Trianon*, Allée d'Allonville, with theatre, dance-hall, etc.—*Tennis Courts* in the Parc des Sports, in the park, and at the Salon du Capucin.

Le Mont-Dore is frequented especially by rheumatic patients, a characteristic of the treatment being the early morning baths and inhalations for which a special flannel costume must be worn. The waters (100–116° Fahr.) are used also internally. The **Thermes** (first class only) are on a similar scale to those at La Bourboule.

A funicular railway (every 13 min.) ascends to the *Salon du Capucin* (4220 ft.; restaurant, tennis, etc.), a grassy clearing in a forest of pine and beech. A path leads thence to (½ hr.) the *Pic du Capucin* (4800 ft.) commanding a fine prospect to the N. We may go on thence viâ (1½ m.) the *Puy de Cliergue* (5470 ft.) to (2 hrs.) the **Puy de Sancy** (6188 ft.), the highest summit of the Auvergne mountains, enjoying a really immense panorama (direction-table lately destroyed). The return thence may be made by descending S.W. to the *Col du Sancy* (5824 ft.) and the valley of the infant Dordogne, which divides at its head into the Dore and the Dogne. Another route from the Col du Sancy follows the line of hills to the E. of the Dordogne valley viâ the *Puy Ferrand* (6057 ft.), the *Puy de Cacadogne* (5896 ft.), and the *Roc de Cuzeau* (5656 ft.), descending viâ the *Grande Cascade*, a lovely fall 100 ft. high, ½ hr. E. of Le Mont-Dore.

An attractive road-route runs from Le Mont-Dore viâ *La Grande Scierie* to (24 m.) *Latour-d'Auvergne* (Grand-Hôtel), a strikingly-placed little town (3310 ft.), whose castle, of which nothing remains, was the cradle of a family famous in French history. The return may be made viâ (7 m.) *La Bourboule*.

Other points of interest are the *Lac de Guéry* (Hôt. Latru, good) and the *Lac de Servières*, two little crater-lakes, 5 m. and 9 m. N. on the road to Clermont; the *Promenade des Artistes*, a walk of c. 2½ m. up the left bank of the Dordogne; the *Chemin des Cascades* (c. 3 hrs.), diverging on the right from the road to La Bourboule; etc.

AUTOCAR EXCURSIONS, from mid-June to mid-September. ROUTE THERMALE D'AUVERGNE: FROM LA BOURBOULE AND LE MONT-DORE TO CLERMONT AND VICHY, daily except Tues. and Fri. (see p. 235). On Tues. and Fri. circular service from La Bourboule to Royat and Clermont-Ferrand (30 fr., return 50 fr.),

viâ Le Mont-Dore and Lac de Guéry, returning viâ St-Nectaire (33 fr.) and Lac Chambon: connection at Royat and Clermont with a service from Vichy (p. 235).

CIRCUIT DU MASSIF CENTRAL. FROM LE MONT-DORE TO LE LIORAN, VIC-SUR-CÈRE, AURILLAC, AND ROCAMADOUR, a round trip of c. 600 m., starting at 10 a.m. every Sat. (from c. July 10th to Sept. 5th), and occupying six days. The nights are spent at Murat (p. 267), Vic-sur-Cère (p. 267), Le Rozier (p. 248), and Aurillac (two nights; p. 265). Fare 475 fr. Time is allowed at Le Lioran to explore the environs, and at La Malène to descend the Tarn gorge by boat (comp. p. 250); and shorter halts are made at other points of interest en route.

FROM LE MONT-DORE TO ST-NECTAIRE, 18 m. (29 km.) by road (motor omnibus daily in 1½ hr. in June-Sept., 13 fr.). We ascend N.E. to (4½ m.) the *Col de la Croix-Morand* (4380 ft.) and then descend along the finely-scarped E. face of the Monts Dore, of which the *Puy de la Tache* (5368 ft.) lies above us to the right. Beyond (8 m.) *Bressouleille* we zigzag steeply down, enjoying a view of the Lac Chambon, to (10¼ m.) *Chambon* (2927 ft.; Hôt. de la Poste), a village with a 12th cent. church preceded by a 15th cent. cross. Beyond the village the road skirts the *Lac Chambon* (p. 228). At (13 m.) *Murols* we join the road from Besse (p. 228).—18 m. *St-Nectaire*, see p. 227.

FROM LE MONT-DORE TO BESSE, 13½ m. (22 km.) by road. The road winds steeply uphill to the S.E., passing above the Grande Cascade, and between the Roc de Cuzeau (p. 263) and the *Puy de Mareilh* (5056 ft.; l.). Thence we descend to (6½ m.) *Les Moneaux*, in the valley of the Couze de Chambon, known as the *Vallée de Chaudefour*, a savage cirque amid fantastic rocks. Another ascent and descent bring us to (13½ m.) **Besse-en-Chandesse** (3400 ft.; *Hôt. de la Providence et de la Poste*, R. 10, D. 12, pens. 25 fr.; *de Paris; Central; Bellevue*), a charming old hill-town (709 inhab.) and summer-resort on the Couze de Besse. The church of *St-André* is a remarkable bui ding (10–11th cent. nave; choir of 1551) with quaintly-carved capitals. Several 15–16th cent. houses remain, best-known among which is the *Maison de la Reine Margot*, visited by Marguerite de Valois, queen of France and duchess of Auvergne. Some fragments of the ramparts are likewise to be seen.—About 2½ m. S.W., on the road to Bort, is the *Lac Pavin*, famous for its trout, S. of which is the well-preserved crater of the *Puy de Montchal* (4630 ft.).—Another attractive walk leads to (6 m. S.) *Compains*, with a church similar to that of Besse.—The *Grottes de Jonas*, 6 m. N.E. on the Issoire road, are 60 caverns of dubious origin.—From Besse to *Issoire* viâ St-Nectaire, see p. 228; to *Condat-en-Féniers*, see p. 269.

Beyond Eygurande the Aurillac line descends the gorge of the Chavanon, which, beyond (124 m.) *Savennes*, flows into the Dordogne, whose beautiful valley we follow as far as Bort. After (135 m.) *Mialet* appear (l.) the ruined Château de Thynières and (farther on) the *Château de Vals*, a 15th cent. stronghold, 3½ m. N. of Bort.—141 m. (227 km.) **Bort-les-Orgues** (1410 ft.; *Central-Hôtel; du Cantal*), a prosperous and attractive little town (2882 inhab.), with an over-restored *Priory Church* (12th cent.), takes its surname from a remarkable cliff of basalt columns resembling organ-pipes (see below). The 17th cent. *Hôtel de Ville* contains a statue of Jean Marmontel (1723–99), known for his 'Contes Moraux,' 'Mémoires,' etc., a native of Bort.

The *Orgues* (260–290 ft. high) are best seen from the lane which leads S.W. to (¾ hr) *Chantéry*, whence a footpath ascends to the top of the cliff (view). Other interesting features of the neighbourhood are the Château de Vals (see above), and the ruined 14th cent. castle of *Madic*, 3¼ m. S.W.—A delightful track, practicable only for walkers or very hardy cyclists, descends the valley of the Dordogne to (48½ m.) *Argentat*, through a solitary gorge varied only by ancient castles and abbeys. The roads to (26 m.) *Le Mont-Dore* viâ Latour-d'Auvergne, and to (38 m.) *Besse* viâ (20 m.) *Condat* are recommended to motorists.

From Bort to *Béziers* viâ Neussargues and St-Flour, see p. 269.

LE MONT DORE
ET SES ENVIRONS
Principales routes d'excursion
Kilomètres
0 1 2 3 4
Mont-Dore-les-Bains
la Bourboule
Murat-le-Quaire
St Nectaire
Olloix
Chambon
Saulzet-le-Froid
Le Vernet
Ste Anastasie
Valbeleix
Pichepande
Chastreix
Compreignac
Condat
Lac Chauvet
Lac Pavin
Lac de Bourdouze
Lac de Montcineyre
Puy de Sancy 1886
Puy de Cliergue 1692
Puy de Cacadogne 1297
Puy de Chambourguet 1528
Puy de Monchal (Cratère) 1411
Puy de Montchier 1082
Puy de Besolles
Puy de Cenche
Puy de Mura
Puy de Mazeyres
Puy d'Aleu 1112
Puy de Pessade 1273
Puy de Combeperet 1377
Puy de Servières 1235
Puy de l'Aiguiller 1547
Puy de la Vedrine
Puy Ballador ou Puy-Plat 1494
Puy de la Croix-Morand 1513
Puy de la Tache 1224
Puy-de-Mône 1215
Puy du Barbier 1239
Puy-de-Surrain 1229
Puy-de-l'Angle 1228
Puy de Marmilhat 1541
Puy de Sancy 1886
Roc du Cuzeau 1724
Roc du Mercier 1158
Roc de Courlande 1572
Roche Vendeix 1398
Pic du Capucin 1550
Puy de Clierguet 1692
Puy de Champ-Bourguet 1374
Puy de Cacadogne 1297
Puy de Pailharet 1732
Puy de Chambourguet 1528
Puy de Monchal 1411
Puy de Montchier 1082
Puy de Besolles
Puy de Cenche
Puy de Mura
Puy de Mazeyres
Puy d'Aleu 1112
Puy de Pessade 1273
Puy de Combeperet 1377
Puy de Servières 1235
Puy de l'Aiguiller 1547
Puy de la Vedrine
Puy Ballador ou Puy-Plat 1494
Puy de la Croix-Morand 1513
Puy de la Tache 1224
Puy-de-Mône 1215
Puy du Barbier 1239
Puy-de-Surrain 1229
Puy-de-l'Angle 1228
Puy de Marmilhat 1541
Roc du Cuzeau 1724
Roc du Mercier 1158
Roc de Courlande 1572
Roche Vendeix 1398
Pic du Capucin 1550
Puy de Clierguet 1692
Puy de Champ-Bourguet 1374
Puy de Cacadogne 1297
Puy de Pailharet 1732
Puy de Chambourguet 1528
Puy de Monchal (Cratère)

Beyond Bort we cross the Rhue, diverge to the right from the Neussargues line, and reach the Sumène valley at (147½ m.) *Saignes-Ydes.*

Saignes (Hôt. Noël, at the station; Boutal) and *Ydes* (apartments) are two little watering-places, 1½ m. S.E. and 1½ m. S.W. respectively, both with interesting 12th cent. churches. *Chastel-Marlhac*, 1 hr. S.E. of Saignes, is on the site of *Castrum Merolïacense*, taken by Thierry I in 532.

149½ m. *Champagnac-les-Mines* is the centre of a small coalfield.—Beyond (151 m.) *Largnac* we pass (r.) the ruined castle of *Charlus* and cross the Sumène.—Beyond (156 m.) *Vendes* (1342 ft.) we make a long winding ascent to reach (165½ m., 265 km.) **Mauriac** (2372 ft.; *Hôt. Central; de l'Ecu-de-France*), an ancient town (2634 inhab.), noted for its horses and mules. It was the birthplace of St. Odilo (962–1048), abbot of Cluny. The most important building is the church of *Notre-Dame-des-Miracles*, founded in the 12th cent. on the site of a 6th cent. monastic church. The W. door has remarkable though mutilated sculptures. Outside the small S. door is a 'lanterne des morts' (14th or 15th cent.). The *College* and the *Sub-Prefecture* occupy 16th cent. houses.

The *Puy St-Mary*, a little hill ½ hr. N.W. of the town (with a chapel dedicated to St. Marius, a legendary apostle of Auvergne), commands a wide view.—*Brageac*, 3 m. S.W., preserves a 12th cent. abbey church.—A motor omnibus (8 fr.) runs to (20 m. S.E.) *Le Falgoux* (Hôt. Vidal), up the rugged Vallée du Falgoux. Thence we may cross the N.W. ridge of the Monts du Cantal to *Murat* (see p. 268).

We cross the Auze and obtain a glimpse (r.) of the Cascade de Salins.—172 m. *Drugeac* is the station for (7 m. S.E.) *Salers* (3120 ft.; Hôt. Serres), famous for its cattle, a tiny town in a commanding site, with a Grande Place entirely surrounded by ancient houses. The 13th cent. church and the ruined ramparts are likewise notable. Road to Murat, see p. 268.—Beyond (178½ m.) *Loupiac* we overlook the winding gorge of the Maronne (l.).—At (193½ m.) *Miécaze* we join the line from St-Denis-près-Martel (p. 266), and at (196½ m.) *Viescamp-sous-Jallès* that from Figeac (p. 266).—200 m. *Ytrac*, with a 12–14th cent. church.

205 m. (329 km.) **AURILLAC** (2040 ft.; *Buffet*), the ancient capital of Upper Auvergne and the chief town (15,474 inhab.) of the department of *Cantal*, is an old town which has been very considerably modernized, and is principally important for its cattle-market and its manufacture of umbrellas and slippers.—Plan, see p. 298.

Hotels. ST-PIERRE (Pl. a; B 3), Cours Monthyon, R. 8, D. 8½, pens. 25 fr.; DE BORDEAUX (Pl. b; A 2), Av. de la République, R. 9, D. 9, pens. 27 fr.; DU COMMERCE (Pl. c; B 2), Place du Palais; TERMINUS R. 8, D. 9, pens. 20 fr.; etc.

Post Office (Pl. B 3), Rue Champeil.

Syndicat d'Initiative (Pl. A 2), 23 Av. de la République.

Aurillac is first mentioned in history in 850, the year of the birth of St. Gerald (d. 909), patron of the town and founder of the abbey which bears his name. In this abbey Gerbert, the first French pope (Sylvester II; d. 1003), was a monk.

At a corner of the Place du Palais-de-Justice, the chief open space of Aurillac, is the church of *Notre-Dame des Neiges*

(Pl. A 2; 1400, with a good modern tower). Hence the Av. Gambetta leads to the Cours Monthyon, a shady promenade flanking the river Jordanne, at the farther end of which is a statue of Gerbert (see above), by David d'Angers. Hence we ascend to the Place St-Géraud in which is an old fountain-basin. To the N. rises the 11th cent. keep of the *Château St-Etienne*, the birthplace of St. Gerald, and to the S. is the church of **St-Géraud** (Pl. C 2), with a modern nave and a 17th cent. Gothic choir. To the N.E. is the *Musée* (Pl. C 2), with paintings by Largillière and Nattier, and in the Rue Marchande, nearly opposite, is the 16th cent. *Maison des Consuls* (now the savings bank). Other interesting buildings are the *Hôtel de Noailles* (Pl. B 2) and the *Chapelle d'Aurinques* (c. 1590; Pl. B 1), commemorating the death of a nobleman in the defence of the town against the Huguenots.

From Aurillac motor omnibuses run to (15½ m. in 2¾ hrs.; 10 fr.) *Entraygues* (Hôt. Lion-d'Or), in a wonderful situation at the junction of the Lot and Truyère gorges, and (49 m.) *Cassuéjouls;* to (25 m.) *Mur-de-Barrez* (Inns) and (37½ m.; 12 fr.) *Ste-Geneviève* (Inn), crossing the upper gorge of the Truyère; etc.

From Aurillac to Capdenac, 44 m. (71 km.), railway in 2¼ hrs. (21 fr. 85, 14 fr. 25 c., 9 fr.). To (8½ m.) *Viescamp-sous-Jallès*, where we turn S., see p. 265. We cross the Cère and ascend a tributary valley. Beyond (15½ m.) *Le Rouget* we descend the Mouleyre glen, crossing the stream a dozen times.—28 m. *Maurs* stands on the Rance above its junction with the Célé, whose wooded valley we descend.—40½ m. *Figeac* and thence to (44 m.) *Capdenac*, see p. 294.

From Aurillac to St-Denis-près-Martel, 47 m. (76 km.), railway in 2¼ hrs. (23 fr. 35, 15 fr. 25, 9 fr. 60 c.). To (11½ m.) *Miécaze*, where the Montluçon line diverges on the right, see p. 265.—15 m. *Laroquebrou* (Hôt. Rieu; Davernat) has a ruined castle and an ornate Gothic church (14–15th cent.) We descend the Cère, whose valley, beyond (19½ m.) *Siran*, narrows into an impressive *Gorge.—From (38 m.) *Bretenoux-Biars* (Hôt. Bussière; de la Gare) a tramway runs to (6½ m. S.) **St-Céré** (*Touring-Hôtel; de Paris; du Commerce*), an attractive town (2443 inhab.), which was the birthplace of Marshal Canrobert (1809–95). A little to the W. of the town is the beautiful Renaissance **Château de Montal*, built in 1523–34 and skilfully restored in 1908, when the admirable sculptural and architectural decorations, which had been dispersed all over the world, were collected and replaced by the generosity of M. Fenaille, who presented it to the State. The courtyard, the staircase, and the Romanesque chapel are especially noteworthy. From St-Céré to *Rocamadour* viâ the Gorge d'Autoire and Padirac, see p. 293; viâ the Grotte de Presque and Gramat, see p. 294.

About 2½ m. S.W. of Bretenoux is the 11th cent. ruined *Castle of *Castelnau-de-Bretenoux* (adm. on Sun., Tues., and Thurs.; 1 fr.); and nearly 4 m. N. of the station is **Beaulieu** (*Hôt. de Bordeaux*, R. 6 D. 8 fr.), noted for its splendid Benedictine *Church (12–13th cent.) with a remarkable, though mutilated, doorway, the prototype of that at Moissac (p. 358). A silver repoussé statue of the Virgin is preserved in the priest's house, and adjoining is the ruined 12th cent. chapter house. From Beaulieu to *Aubazine*, see p. 278; to *Argentat*, see p. 277.

39¾ m. *Puybrun*. About 4 m. E. is *Carennac*, an old village on the Dordogne, where Fénelon wrote 'Télémaque.' The 12th cent. priory *Church, with 15th cent. additions, preserves a partly Romanesque and partly Gothic cloister.—47 m. *St-Denis-près-Martel*, see p. 292.

From Aurillac to Arvant, 66 m. (106 km.), railway in c. 4 hrs. (32 fr. 60, 21 fr. 30, 13 fr. 40 c.); to *Vic-sur-Cère*, 12½ m. (20 km.) in 40 min. (6 fr. 15, 4 fr., 2 fr. 55 c.); to *Le Lioran*, 23½ m. (38 km.) in 2 hrs. (11 fr. 70, 7 fr. 65, 4 fr. 80 c.).

—Leaving Aurillac we cross the Jordanne (view of the town on the left) and begin the ascent of the lovely valley of the Cère; on the heights across the river (r.) is a line of châteaux, ancient and modern. More notable is the 14–16th cent. *Château de Pesteils* (l.), overlooking (9½ m.) *Polminhac*. We cross the Cère at *Comblat*.—12½ m. (20 km.) **Vic-sur-Cère** (2300 ft.), once the capital of the viscounty of *Carladès*.

Hotels. Grand-Hôt. de la Compagnie d'Orléans, open June–Oct., R. 16, L. 15, D. 17½, pens. 38 fr.; Touring-Hôtel; du Pont et du Parc; du Casino, R. 8, L. 10, D. 12, pens. 25 fr., these three open May–Oct.; Beauséjour, R. 7, D. 8, pens. 20 fr.; Violette, R. 6, D. 8, pens. 22 fr., in the town, open always. Numerous *Pensions*.

Syndicat d'Initiative at the Mairie.

Vic is an ancient town (1072 inhab.) to which a modern spa, with the usual Etablissement and Casino (near the station), has been appended. The old town, on the other side of the river, has one or two interesting houses, notably the 15th cent. *Maison des Princes de Monaco*, a family whose title of Vicomte de Carlat is taken from the castle (destroyed) which gave the Carladès its name.

The classic excursion from Vic is that to the *Pas de la Cère*, a deep gorge 1 hr. upstream.—Motor coaches to *Le Mont-Dore*, etc., see p. 264.

From (19 m.) *St-Jacques-des-Blats* (3250 ft.; Hôt. des Touristes; Villa Bellevue, pens. 25 fr.), an interesting walk crosses the Col de Perthus to (2 hrs.) *Mandailles* in the Jordanne valley (see below). The *Pas de Compaing*, a little downstream, is another fine gorge of the Cère. The railway and the road cross the watershed between the Cère and the Alagnon by tunnels c. 2000 yds. long.—22½ m. (36 km.) **Le Lioran** (3773 ft.; *Hôt. des Touristes et de la Compagnie d'Orléans*, R. 12, L. 14, D. 15, pens. 30 fr., open June–Sept.; *du Lioran*, open Easter-Oct.), a summer mountain-resort which is being developed as a winter-sports centre, is the best point from which to explore the Cantal mountains. Motor coaches to *Le Mont-Dore*, etc., see p. 264.

The **Plomb du Cantal** (6096 ft.), the highest point of the Cantal mountains, is nothing more than a slight elevation on the lip of an enormous disintegrated crater. It is easily climbed in 2¼ hrs. from Le Lioran by a path which ascends the Alagnon to the right of the railway tunnel and then doubles back to the S.E. The view is extensive.—The **Puy Mary** (5863 ft.), on the N. edge of the crater, is ascended in c. 4¼ hrs. viâ the left bank of the Alagnon, and (1¼ hr.) the *Col de Rombière* (4954 ft.), whence we make a wide circuit round the Cirque de Mandailles. The descent may be made to Murat or to Salers (see p. 268).—From the centre of the broken crater rises the *Puy Griou* (5558 ft.), a steeply conical peak, reached viâ the Col de Rombière (see above). The descent may be made to the Jordanne valley and Mandailles (see above).

The railway descends the Alagnon.—29 m. (47 km.) **Murat** (2985 ft.; *Hôt. de la Gare et des Messageries*, opposite the station; *du Commerce*, in the town) is a sombre-looking town (2558 inhab.), with steep old streets. The 15th cent. church of *Notre-Dame-des-Oliviers* contains a 'black Virgin' brought from Palestine, it is said, by St. Louis. A staple

product of Murat is the ' fourme,' or Cantal cheese, which is made in the ' burons,' the local variant of the chalet.

Above Murat, to the N.W., rises the *Rocher de Bonnevie*, with basalt columns; the summit (3510 ft.) commands a good view.—The curious little church (1074) of *Bredons*, built on the extremity of a volcanic dyke on the other side of the Alagnon, is worth visiting for a curious altarpiece of gilded wood bearing two Trees of Jesse (1616).—The magnificent *Road connecting Murat with (27 m.) *Salers* (p. 265) passes just beneath the summit of Puy Mary (see p. 267) and within 3 m. of *Le Falgoux* (p. 265; branch on the right).

The railway goes on down the valley of the Alagnon, and crosses the line from Bort to St-Flour at (35 m.) *Neussargues* (p. 269).—41 m. *Ferrières-St-Mary* (Hôt. Mallet) is a little summer-resort. We pass the ruined castle of *Volclair*, which preserves a charming oratory.—46½ m. *Molompize* has a 12th and 16th cent. church.—50 m. *Massiac* (Hôt. Monier; Marliac) is a little town charmingly situated at the confluence of the Agnolou and Alagnon.—54½ m. *Blesle* (Hôt. de la Gare; de la Barrière; Chassignard), 1 m. N.W., is another ancient little town with a grand 13th cent. *Keep, and a Romanesque abbey church, which replaces the parish church destroyed in 1793 except for its tower. The valley narrows into a gorge and the railway traverses a succession of tunnels and viaducts; the ruined Château de Léotoing stands out strikingly on the right.—At (62 m.) *Lempdes* we leave the river and turn S.E. to join the Paris–Nîmes railway at (66 m., 106 km.) **Arvant** (p. 229).

35. FROM BOURGES (PARIS) TO BÉZIERS

Railway from *Bourges*, 358 m. (576 km.) in 16 hrs. From *Paris* (Gare du Quai d'Orsay or Gare d'Austerlitz), 503½ m. (811 km.) in 19¾ hrs. (247 fr. 55, 161 fr. 65, 101 fr. 85 c.), through carriage daily from the Gare d'Austerlitz; to *Millau*, 430½ m. (693 km.) in 16¾ hrs. (213 fr. 10, 139 fr. 20, 87 fr. 70 c.).

An alternative route (through carriage daily) from Paris (Gare de Lyon) runs viâ Clermont, Arvant (comp. p. 229), and St-Flour, reaching (417 m., 672 km.) *Millau* in 16 hrs. (206 fr. 65, 134 fr. 95, 85 fr. 5 c.) and (490 m., 790 km.) *Béziers* in 19¼ hrs. (242 fr. 95, 158 fr. 65, 99 fr. 95 c.). The quickest though longest route (567 m., 913 km.) from Paris (Lyon) to Béziers runs viâ Lyons, Tarascon, and Cette (280 fr. 75, 183 fr. 35, 115 fr. 50 c.). See Rtes. 14, 17A, 33, and 47.

Road viâ Ussel, 513½ m. (827 km.).—To (277 m., 446 km.) *Ussel*, see p. 259.—296 m. (477 km.) *Bort* (p. 264).—316 m. (509 km.) *Condat* (p. 269).—338 m. (544 km.) *Neussargues* (p. 269).—351 m. (565 km.) **St-Flour** (p. 269).—373 m. (601 km.) *St-Chély-d'Apcher* (p. 270).—393½ m. (634 km.) **Marvejols** (p. 271).—420½ m. (677 km.) *Sévérac-le-Château* (p. 271).—439½ m. (708 km.) **Millau** (p. 271).—476 m. (767 km.) *Lodève* (p. 375).—487 m. (784 km.) *Clermont-l'Hérault* (p. 375).—500 m. (805 km.) *Pézenas* (p. 374).—513⅛ m. (827 km.) **Béziers** (p. 373).

From St-Chély (see above) a magnificent detour may be made, viâ (384 m.) *Serverette*, to (402½ m., 648 km.) **Mende** (p. 245) and (426 m., 686 km.) **Florac** (p. 249), returning thence along the Tarn Gorge (p. 250) to join the above route at (475½ m., 766 km.) *Millau*.

Viâ Moulins and Clermont-Ferrand, 474½ m. (764 km.).—To (243 m., 391 km.) *Clermont-Ferrand*, see p. 218. Thence to (276½ m., 445 km.) *Lempdes*, see p. 226.—290 m. (467 km.) *Massiac* (see above).—305 m. (491 km.) *Neussargues* and thence to (474½ m., 764 km.) **Béziers**, see above.

From Bourges (Paris) to (141 m., 227 km.) *Bort-les-Orgues*, see p. 264. Beyond Bort our line crosses the Rhue and leaves the Aurillac line on the right. After a tunnel we enjoy a beautiful view (r.) of the Sumène and its valley, and, farther on, of the wooded glen of the Zambar.—155 m. (250 km.) **Riom-ès-Montagne** (2756 ft.; *Hôt. Terminus*, R. 6, D. 8, pens. 20 fr.; *du Commerce*; *Roche*) is an old cheese-making village (1158 inhab.) with an interesting Romanesque church.

A motor omnibus runs to (7 m. S. in 1 hr.; 4 fr.) *Cheylade* (Hôt. Cassard), with a richly adorned Romanesque church, passing the astonishing ruins of the castle of *Apchon*.—A diligence plies from Riom to (4½ m. W.; 2½ fr.) the small summer-resort of *Menet* (Hôt. Boulot) on the Sumène.

The line rises gradually by means of tunnels and viaducts to (160 m.) *Condat-St-Amandin* (3104 ft.). *Condat-en-Féniers* (4½ m. N., motor omnibus; Hôt. des Voyageurs; du Centre) is an excellent centre for excursions among the hills surrounding the Rhue and Cantoire valleys. A motor omnibus runs from the station to (12 m. N.) *Egliseneuve-d'Entraygues* (Hôt. de la Providence), whence another service goes on to (11 m.) *Besse* (p. 264).—165 m. *Lugarde-Marchastel* (3320 ft.).—172 m. *Landeyrat-Marcenat* (3550 ft.). From *Marcenat* (4½ m. N.; Hôt. des Voyageurs; Tronchet) a road leads beneath *Mont Chamaroux* (4849 ft.) to (12 m.) *St-Alyre-ès-Montagne* (p. 229).—We descend the valley of the Allanche, passing (176 m.) *Allanche* (3232 ft.; Hôt. de la Poste), with an 11–14th cent. church, and, beyond (181 m.), *Ste-Anastasie*, the magnificent Roc de Cuze (r.).—185½ m. (299 km.) **Neussargues** (2650 ft.; *Buffet*; *Hôt. Terminus*; *des Voyageurs*) is important mainly as the junction of the Paris–Orléans system with that of the Midi. Railway to Arvant and to Aurillac, see p. 268.—Our line ascends S.E. and, beyond a tunnel (1600 yds.), emerges on the *Plateau de la Planèze*, a featureless basaltic upland.—Beyond (188½ m.) *Talizat* (3097 ft.) we descend the valley of the Lander.

197½ m. (318 km.) **ST-FLOUR** (*Hôt. Terminus et du Midi*, R. or D. 8 fr., *Moderne*, at the station; *de la Poste*, *de l'Europe*, in the town) is a most picturesque old town (4655 inhab.), strikingly built on a precipitous rock (2890 ft.), rising 300 ft. above the railway and the little river Lander. It grew up around the tomb of St. Florus (d. 370) and was the birthplace of Buirette de Belloy (1727–75), the patriotic poet, author of the 'Siège de Calais.' The station is connected with the town by a winding approach of 1½ m., by the long ramshackle Rue des Tuiles, and by the steep Montée des Roches, which leads directly to the *Porte des Roches*, a Gothic gateway behind the cathedral. The carriage ascent ends at the wide tree-planted *Promenades*, whence we enter the town by the Rue des Lacs (r.) and the Rue Marchande. Nos. 15 and 31 in the latter street are interesting old houses.

The *Halle au Blé*, in a square on the left, occupies a 14–15th cent. church.

The Rue Marchande ends in the bleak little Place d'Armes opposite the **Cathedral**, a rather squat building with two square W. towers. The present edifice, dedicated to St. Florus, replaces the basilica of St. Odilo consecrated in 1095. It was begun in 1396 on the plans of Maître Hugues, master-mason of Jean de Berry. The three Gothic A's on the coat-of-arms on the façade are said to represent the three a's in Arabia, the native land (?) of St. Florus. The double-aisled interior is plain to the point of baldness; the piers are without capitals. A much-venerated Christ of the 15th cent. stands at the back of the choir. The sole vestige of the old castle, once the key of Upper Auvergne (c. 1000), is now a vestry (late 14th cent. vault).

On the right is the 18th cent. bishops' palace, now the Hôtel de Ville; on the left is the Renaissance *Hôtel des Consuls*. The terrace adjoining (whence we may descend to the station, see above) commands a *View of the Lander valley and the Montagnes de la Margeride. No. 13 in the Place d'Armes and No. 1 Rue de Belloy preserve fragments of the Renaissance *Hôtel Gillet de Nubien*, and there are other quaint old houses in the Rue du Breuil (No. 8) and the neighbouring streets.

An interesting excursion leads viâ (3 m.) *Villedieu*, with its beautiful unfinished church of 1366, to (7½ m. S.) the castle of *Alleuze*, the stronghold of the brigand Aymerigot Marchez, the terror of the Haute-Auvergne in the 14th century.

A road (motor omnibus) runs S.W. across the Planèze (p. 269) to (19 m.) **Chaudesaigues** (2487 ft.; *Hôt. du Midi; Moderne; Chaylar-Bernard*), a little town in the deep valley of the Remontalou, notable for its copious hot spring ('ad calidas aquas'), the *Source du Par* (185° Fahr.), which supplies three-quarters of the houses with hot water by means of an ingenious system of conduits, many centuries old. The construction of the projected railway from St-Flour to Espalion is expected to develop Chaudesaigues as a thermal spa. It is an excellent centre for visiting the romantic gorges of the Bès and the Truyère. Road to *Espalion*, see p. 298.

From St-Flour to *Brioude*, see p. 229.

The railway beyond St-Flour commands a fine view of the town and cathedral. Beyond (204½ m.) *Ruines* we cross the Truyère ravine by the famous **Garabit Viaduct*, built by Eiffel from the plans of Boyer in 1882–84. The great central arch, with a span of 540 ft., crosses the river at a height of 400 ft. The total length of the viaduct is 616 yds. The viaduct and the gorge may be visited from the 'halte' of (206 m.) *Garabit* (Hôt. du Viaduc).—The railway reaches its summit-level (3465 ft.) a little short of (220 m.) *St-Chély-d'Apcher* (3258 ft.; Hôt. du Lion d'Or et du Commerce), an old fortified town (1896 inhab.) on a bleak granite upland, vainly besieged by the English in 1362. *Le Malzieu-Ville* (Hôt. Ollier; Croix-Blanche), 5½ m. N.E., is a secluded hill-resort famous for its cuisine.—226½ m. *Aumont-Aubrac* (3415 ft.).

Aumont (three Inns) is the starting-point for (19 m. E.; motor omnibus) *Aubrac* (4100 ft.; Royal-Hôtel; d'Aubrac), a hill-resort in the midst of the *Monts d'Aubrac*, which attain the height of 4826 ft. in the Signal de Mailhebiau, to the S.E. The featureless road reaches the hills at (15 m.) *Nasbinals* (3765 ft.; Hôt. du Progrès), another little resort in a miniature lake-district.

Javols, 4½ m. S.E. of Aumont, occupies the site of Anderitum, later Gabalum, where many Roman antiquities have been discovered.

Mauriac
Aurillac
Murat
Neussargues
Massiac
Allanche
Salers
Pleaux
St Flour
Chaudesaigues
Vic-sur-Cère
Tournemire
Mandailles
Loupiac
Ste Eulalie
St Martin-Valmeroux
St Cirgues-de-Malbert
St Cernin
St Illide
Ydes
Arnac
Lavergne
Bargues
Freix-Anglard
St Victor
Nieudan
Ayrens
Sournac
Reilhac
Naucelles
Lacapelle-Viescamp
Jaleyrac
Itrac
Glénat
Omps
Sansac-de-Marmiesse
Arpajon
Carlat
Vézac
Lessens
Cros-de-Ronesque
Figeac
Entraygues
Muret-de-Barrez
Espinat
Mécaze
St Paul-des-Landes
St Etienne-de-Carlat
Badailhac
Thérondels
Paulhenc
Pierrefort
Brezons
Malbo
Vigouroux
Tréniac
Gourdièges
Condesse
Lavastrie
Auriac
Neuvéglise
Oradour
Tagnac
Cézens
Cussac
Vibrezac
Anglards
Sériers
Peyrelade
Surgy
Alleuze
Chaliers
Lorcières
Paulhac
Julianges
Chaulhac
Mont-Grand
Mont-Chanson
St Marc
St Privat-du-Fau
Albaret-Ste-Marie
Albaret-le-Comtal
Maurines
Arcomie
St Pierre-le-Vieux
St Chély-d'Apcher
St Léger-de-Malbert
Blavignac
Magnac
Sarrus
Cros
Pont de Lanau
les Angles
St Martial
Espinasse
St Just
Montvallat
Roffiac
Vedrines-St-Loup
Montchamp
Sistrières
Viviers
Les Maisons
Forêt de la Margeride
Vabres-St-Cal.
Ste Thomas
la Valette
St Georges
le Pinou
Pont de Montgon
le Merle
Machoul
Ruines
Auvers
Villedieu
Paulhac
Coltines
le Croizet
Roche d'Aulhac
Puy Marcou
Tanavelle
Puy de Paissinet
Vedernat
Ste Christine
Ussel
Loubizargues
Lesoure
Valuejols
Liozargues
Cheylanes
Laveissenet
Aubepierre
Beinac
Corcines
Pierrefite
Celles
Virargues
Mallet
Tunnel
Talizat
Joursac
Chalinargues
Chavagnac
la Boissonnière
Roc de Cuze
Lusclade
Valjouze
Espezones
Videc
Recoules
Ferrières-St-Mary
Bois de la Piniatelle
Gour
Peyrusse
Aubegeac
Volclant
Bonnac
Coornil
Mercoeur
la Violette
Villeneuve d'Allier
St Ilpize
le Chapelle-Laurent
St Ponzy
Celoux
Rézentières
Vieillespesse
Pont de Leyrit
Lastic
Ragnade
Chazelles
Ferrussac
Cronce
Soulages
la Ronzière
Chabrillac
Chastel
Arlet
St Austremoine
St Cirgues
Lavoute-Chilhac
Blassac
Ally
Brioude, Issoire
St Just-près-Brioude
Talairat
Lubilhac
Issoire
Clavières
Riom
Condat
Peyre-Grosse
Apchon
Pierre-Besse
St Saturnin
Ch.au de Combe
Ch.au de Peyrolade
Ch.au des Meyreyres
Etang du Fayet
Ségur
la Gazelle
Ch.au de Valentine
Vernols
Malliargues
Chanet
le Brus
Aurouze
Molompize
Charmensac
de Peyrenec
Bonnac
Ch.au de Montclar
Ch.au de Chavarèche
Ch.au de Valans
Ch.au de Chanterelle
Ch.au de la Borie
Ch.au de Montclair
Ch.au de Maisonnettes
Ch.au de Vigne
Ch.au de Calcat
Ch.au de Tissonnière
Ch.au de Vincent
Ch.au de Vaulmier
Ch.au de Pesteil
Ch.au de Clavières
Ch.au de Vixouse
Ch.au de Cropières
Ch.au de Cassac
Ch.au de Carbonnat
Ch.au de Sales
Ch.au de Montmac
Ch.au de Faliers
Ch.au de Force
Ch.au de la Bubie
Ch.au de Sedaiges
Ch.au de Clavières
Ch.au de Trémoules
Ch.au de la Vaysse
Ch.au de la Vaute
Ch.au de la Barrière
Ch.au de Bournazet
Ch.au du Cambon
Ch.au de Marze
Ch.au de Faussanges
Ch.au de Pailhès
Ch.au de Pesteil
Ch.au de Cofogne
Ch.au de Viescamp
Ch.au de Lescure
Ch.au de Doux
Ch.au de Cropières
Ch.au de Monsalnac
Ch.au de Vaysse
Ch.au de Vaysse
Ch.au de Vaysse

A further series of skilfully engineered viaducts and tunnels ings us into the valley of the Cologne at (240 m., 387 km.) **arvejols** (2100 ft.; *Hôt. de la Paix ; du Nord*), an ancient rtress (3600 inhab.) of the Gévaudan, well seen to the left. preserves three of its ancient gates, of which the *Porte Soubeyran* is the finest, and some interesting 17th cent. uses. The market for the cattle of the Aubrac (Sat.) is teresting.—Railway to *Mende* and *Labastide*, see p. 245.

242 m. *Chirac* has two curious old churches.—At (244½ m.) *Monastier-en-Gévaudan* the line to Mende (p. 245) diverges the left. The village is named after the monastery where rban V (p. 246) took the habit; of the monastic buildings e 11th cent. church alone remains. We enter the lovely lley of the Lot.—250½ m. *Banassac-la-Canourgue* (Hôt. gis-Couderc, ¼ m. E.) serves the villages of Banassac and Canourgue (Hôt. des Voyageurs; Borel), 1 m. and 1½ m. E., e latter with an 11th cent. church and dingy old houses. ie road goes on to La Malène or Ste-Enimie (pp. 251, 250; eakneck descents).—At (255 m.) *St-Laurent-d'Olt* we ascend m the valley of the Lot to the Causse de Sévérac (comp. 247).—266 m. (428 km.) **Sévérac-le-Château** (2325 ft.; *ffet ; Hôt. Moderne*), overlooked by a huge castle, is the nction for Rodez (p. 297). We cross the Aveyron near source and ascend to the Causse de Sauveterre, but yond (281 m.) *Engayresque* we zigzag down towards the rn valley, reaching the river at (426½ m.) *Aguessac* (p. 248). 284½ m. (458 km.) **Millau** (**Hôt. de la Compagnie du di ; du Commerce*), a pleasant town (14,482 inhab.) with ge glove-factories, stands on the Tarn at the confluence of Dourbie, and is important as an avenue of approach to Tarn Gorge. The arcaded *Place d'Armes*, at the corner which is the 14–16th cent. church of *Notre-Dame*, is sur-nded by a maze of quaint old streets. The *Belfry*, in the e Droite, is a fine Gothic tower.

rom Millau to the *Gorge of the Tarn*, see p. 251; to *Florac* viâ Meyrueis, see 48; to *Mont Aigoual*, see p. 251.

We follow the right bank of the Tarn, crossing the river (290½ m.) *Peyre* and ascending the tributary Cernon, with cliffs of the Larzac (p. 247) looming up on the left.—About n. N.W. of (296½ m.) *St-Rome-de-Cernon* is *St-Rome-de-rn*, the birthplace of Denis Affre (1793–1848), the martyred hbishop of Paris. Roquefort on its hill appears on the ht.—300 m. (483 km.) **Tournemire-Roquefort** (*Hôt. Féné-*). The village of *Roquefort-sur-Soulzon* (Hôt. du Com-rce), 1½ m. N.W., is famous for its ewe-milk cheeses, which en in caverns in the limestone cliff against which the town uilt. Permission to visit the caves may be obtained from offices of the Sociétés des Caves et des Producteurs Réunis.

branch line runs from Tournemire to (9½ m.) **St-Affrique** (*Hôt. du Commerce ; heval-Vert*), a small town (4615 inhab.) on the Sorgues, connected with by road viâ (2½ m.) *Vabres*, a decayed cathedral town.

From Tournemire to Le Vigan, 38½ m. (62 km.), railway in c. 2½ hrs. (19 fr. 5, 12 fr. 45, 7 fr. 85 c.). A tunnel more than 1 m. long brings us into the Cernon valley.—8½ m. *Ste-Eulalie-de-Cernon* has old ramparts, and a 15th cent. Virgin above the door of its church.—At (12½ m.) *L'Hospitalet* we cross the road from Millau to Lodève.—18½ m. *Nant-Comberedonde* is connected by diligence (75 c.) with the village of (5 m. N.) Nant (p. 252).—23 m. *Saulclières* is 4 m. S. of St-Jean-du-Bruel (p. 252).—Beyond (26½ m.) *Alzon*, on the Vis some distance above its gorge (p. 127), we thread a tunnel and enter the charming valley of the Arre.—36½ m. *Avèze-Molières* (p. 127).—38½ m. (62 km.) *Le Vigan* (p. 127).

Still keeping the heights of the Larzac on our left, we cross the Sorgues at (311 m.) *Montpaon*, and, beyond a tunnel, reach the valley of the Orb at (315½ m.) *Ceilhes-Roqueredonde*, connected by road with the small spas of *Sylvanès* and *Camarès*, 14 m. and 20 m. W.—Two tunnels beneath the Causse de Cabriac bring us to (321½ m.) *Joncels* and its ruined abbey (12–13th cent.).—326½ m. *Le Bousquet-d'Orb*, with small collieries and glass-works. The *Bains d'Avène* lie 9 m. N.—327½ m. *La Tour-sur-Orb*, where the line to Graissessac diverges on the right, is 1½ m. E. of the curious little mediæval town of *Boussagues*.—331 m. (533 km.) **Bédarieux** (640 ft.; *Buffet; Hôt. Terminus*, R. 8, D. 8½ fr.), a well-built industrial town (6013 inhab.), is noted for its 'biscotins.' It preserves a 16th cent. bridge across the Orb and the late-Gothic church of *St-Alexandre*.

A branch line, diverging from the railway to Millau at La Tour (see above), runs to (7 m.) *Graissessac-Estréchoux* (2200 inhab.), the centre of a small but productive coalfield.

From Bédarieux to Montpellier, 50 m. (80 km.), railway in 2¼–3 hrs. (24 fr. 60, 16 fr. 5, 10 fr. 10 c.).—To (6 m.) *Faugères*, where we leave the Béziers line on the right, see below.—12½ m. *Gabian* preserves a few old buildings without much character.—15 m. *Roujan-Neffiès*. The Gothic church of Roujan, 1½ m. S., has a tall square tower and a curious baptistery.—23 m. *Paulhan* (Buffet), where we cross the line from Béziers to Lodève, see p. 375.—About 4 m. N. of (32 m.) *Villeveyrac* are the remains of the abbey of *Valmagne* (13–14th cent.) at the foot of the Dentelles de Valmagne, a curious limestone formation.—37 m. *Montbazin-Gigean* is the junction for (3 m.) *Poussan* (p. 257) and for (8 m.) *Cette* (p. 258).—40½ m. *Cournonterral*.—50 m. (80 km.) *Montpellier*, see p. 254.

From Bédarieux to *Castres* and *Montauban*, see p. 306.

A tunnel of 1600 yds. brings us on to the maritime plain at (338 m.) *Faugères*.—358 m. (576 km.) **Béziers**, see p. 373.

36. FROM LYONS TO BORDEAUX

Railway (P.L.M. and P.O.), 389½ m. (627 km.) in 13¼–15½ hrs. (two through trains daily; 192 fr. 80, 125 fr. 90, 79 fr. 30 c.); to *Limoges*, 249 m. (401 km.) in 9½–10½ hrs. (123 fr. 30, 80 fr. 55, 50 fr. 75 c.).

Road, 364½ m. (587 km.) viâ Limoges; 338½ m. (561 km.) viâ Tulle.—22 m. (35 km.) *Duerne*.—43 m. (69 km.) *Feurs* (p. 211).—53 m. (85 km.) *Boën* (p. 216).—85 m. (137 km.) **Thiers** (p. 215).—94½ m. (152 km.) *Lezoux* (p. 215).—110½ m. (178 km.) **Clermont-Ferrand** (p. 220). Thence to Bordeaux viâ Limoges or Tulle, see p. 275.

Lyons, see p. 26; thence viâ Roanne to (95 m.) *St-Germain-des-Fossés*, see p. 210. From St-Germain to (110 m.) *Gannat*, where the Orléans system begins, see p. 218.—Beyond

Gannat we cross the Sioule by the beautiful Viaduc de Rouzat.—116 m. *St-Bonnet-de-Rochefort* has a 12–14th cent. church. The fine Château de Rochefort (13th cent.) lies 2 m. S.

The light railway running N. to (9 m.) *Chantelle* (see below) is prolonged in the other direction viâ (2½ m.) *Vicq* to (5 m.) *Ebreuil* (Hôt. de la Poste), where the *Church of St-Léger has a Romanesque nave and a late 12th cent. choir, perhaps the best remaining example of the earliest French Gothic since the destruction of Noyon cathedral.—*Veauce*, 2½ m. N.W. of Vicq, has a good Romanesque church (12th cent.) and an attractive château (temp. Henri II).

The church of (122½ m.) *Bellenaves* has a 14th cent. octagonal tower.—Beyond (127½ m.) *Louroux-de-Bouble* we cross the Bouble to reach (132¼ m.) *Lapeyrouse*.

From Lapeyrouse to Clermont-Ferrand, 48 m. (77 km.), railway in 2¾ hrs. (23 fr. 70, 15 fr. 45, 9 fr. 75 c.).—The line traverses the Bouble valley occupied by a small coalfield whose centre is (5½ m.) *St-Eloy-les-Mines* (2946 inhab.; Hôt. Moderne). *Menat*, 7 m. S.E., has a remarkable Romanesque *Church.—A railway is in construction to connect (12½ m.) *Gouttières* with Létrade (p. 261).—16 m. *St-Gervais-Châteauneuf* (Castel-Hôtel) is connected by motor omnibus (1 fr. 80 c.) with (6 m. E.) **Châteauneuf-les-Bains** (*Hôt. des Grands-Bains*, R. 8, L. or D. 15, pens. 23 fr.; *Parc et Lafayette*, R. 8, L. 12½, D. 14, pens. 25 fr.; *des Thermes*, R. 8, L. or D. 12, pens. 22 fr.; etc.), a small thermal spa in attractive surroundings.—*Ayat*, 2 m. N., was the birthplace of Gen. Desaix (1768–1800).—Beyond (18 m.) *St-Priest-Sauret* we emerge suddenly from a tunnel on to the splendid **Viaduc des Fades*, the loftiest viaduct in France (435 ft. above the Sioule), built in 1901–08. It may be visited from the 'halt' of (21 m.) *Les Fades*.—We ascend the ravine of the Viouze and then descend to reach (35½ m.) *Volvic* (p. 220). Thence to (48 m., 77 km.) *Clermont-Ferrand*, see p. 275.

From Lapeyrouse a light railway runs N., viâ (8 m.) *Montmarault* (p. see below), (20½ m.) *Villefranche-d'Allier* (p. 260), and (26 m.) *Cosne-d'Allier*, to (54½ m.) *Sancoins* (p. 260).—From Cosne-d'Allier another light railway runs to (35½ m.) *Moulins* (see the *Blue Guide to North-Eastern France*) viâ (8½ m.) *Buxières-les-Mines*, (19¼ m.) *Bourbon-l'Archambault* (see below), and (25 m.) *St-Menoux*, which has a fine 11–15th cent. church.

Bourbon-l'Archambault (1938 inhab.; *Hôt. du Parc, Montespan, des Thermes, Grand-Hôtel, des Bains*, all first class, R. 10, L. or D. 10–12, pens. 25 fr.; *Des Sources, de France, Pavillon Talleyrand*, R. 8, L. or D. 10 fr.—Casino and Tennis Courts) has been famous as a watering-place since Roman times, when, as *Aquæ Borvonis*, it was extolled by Vitruvius. It was the capital of the Bourbonnais from the time of Archambault I (13th cent.) until succeeded by Moulins in the 16th century. The palmy days of the baths were the latter years of the 17th cent., when Louis XIV took the waters, bringing in his train Mme de Sévigné, Boileau, and Henrietta of England, daughter of Charles I. Mme de Montespan spent her last years in disgrace at Bourbon, dying here in 1707. Beside the modern *Etablissement* (1882–85), the *Logis du Roi*, a 17th cent. pump-room built by Gaston d'Orléans, parts of the 13th cent. *Ducal Castle*, and the rebuilt 12th cent. church still survive.

We traverse the *Combrailles*, a country of wooded hills whose capital was Evaux (p. 261), and beyond (139½ m.) *Hyds* we cross the Œil.—143½ m. (231 km.) **Commentry** (*Hôt. de la Couronne ; du Bourbonnais*) is a modern colliery and iron-working town (7615 inhab.), connected by branch lines with (15½ m. S.) *Marcillat* and with Moulins (see p. 260).

From Commentry to Varennes-sur-Allier, 48 m. (78 km.), light railway in 5 hrs.—7½ m. *Bézenet*, see p. 260.—14¼ m. *Montmarault* (Hôt. de France) stands on a commanding plateau. Railway to Lapeyrouse and Sancoins, see above.—30½ m. *Chantelle* (Hôt. de la Poste) preserves the ruins of an 11th cent. castle, once a residence of the dukes of Bourbon, and an abbey church partly of the 12th century. Railway to Ebreuil, see above.—42 m. *St-Pourçain-sur-*

Sioule (Hôt. du Chêne-Vert; Nouvel-Hôtel) possesses a large *Abbey Church, principally noteworthy as exhibiting a sample of every architectural style from the 12th cent. to the 18th. The conventual buildings, on the right, preserve a few interesting fragments.—48 m. *Varennes-sur-Allier*, see the *Blue Guide to North-Eastern France*.

146 m. *Chamblet-Néris*, for Néris-les-Bains (motor omnibus, p. 260).—152 m. (245 km.) **Montluçon**, see p. 260. We cross the Cher.—159 m. *Huriel* (Hôt. Andoux, good cuisine) has an 11th cent. church and a massive keep.—170 m. *Lavaufranche*.

The branch line hence to (23½ m.) *Champillet-Urciers* (p. 261) passes (3½ m.) *Boussac* (Hôt. Aucouturier), on the Petite-Creuse, with a strikingly placed château (15–16th cent.), a small 12th cent. church, and several old houses.

From (174 m.) *Chanon* an interesting walk of 4½ m. leads viâ (2½ m.) *Toulx-Ste-Croix* (Inn), a village on the site of a Gallic oppidum, whose church has a massive detached belfry, to the *Pierres-Jaumâtres*, an isolated hill (1950 ft.), with curious rock-formations, commanding an extensive view.—186½ m. *Cressat*. A diligence (1 fr.) runs to (3 m. S.E.) *Chénerailles*, passing the *Château d'Orgnat*, which contains some of the finest old Aubusson tapestries known. We cross the Creuse.—191¼ m. *Busseau-sur-Creuse* (Buffet).

From Busseau to Ussel, 50 m. (80 km.) railway in 2¾–3 hrs. (24 fr. 60, 16 fr. 5, 10 fr. 10 c.); to *Aubusson*, 15½ m. (25 km.) in 55 min. (7 fr. 70, 5 fr., 3 fr. 15 c.).—The line ascends the charming valley of the Creuse.—4 m. *Ahun*. The town (Hôt. Coursaget) lies 1½ m. W. and possesses a partly 12th cent. church. On the way we pass *Le Moûtier-d'Ahun*, named from an abbey (monasterium), the choir of whose church (12th cent. with 15th cent. vault) contains 17th cent. *Choir-stalls and screen. The 15th cent. nave lies in ruins.—15 m. (25 km.) **Aubusson** (*Hôt. de France*, R. 7, D. 9, pens. 24 fr.; *Moderne*; *de la Paix*), on the Creuse, is a town of 6048 inhab., of whom over 2500 are employed in the famous *Carpet and Tapestry Works*, most of which may be visited on application, as well as the *Museum* illustrating the history of tapestry. The most interesting factories are those where Savonnerie carpets and Gobelins and Beauvais tapestries are made on hand-looms. Among famous natives are Pierre d'Aubusson, Grand Master of the Knights of St. John, the defender of Rhodes against the Turks (1479), and Jules Sandeau (1811–82), the novelist.—22 m. *Felletin* (2737 inhab.) is another carpet-making town with a fine church tower. It was the native town of Philippe Quinault (1635–88), the librettist and collaborator of Lulli.—Quitting the Creuse valley by a tunnel, we reach the summit-level at (35 m.) *Le Mas-d'Artige* (2533 ft.).—38 m. *La Courtine* (Hôt. Moderne) is a small summer-resort with a military camp.—50 m. (80 km.) *Ussel*, see p. 276.

200½ m. (323 km.) **Guéret** (1430 ft.; *Buffet; Hôt. Central, St-François*, R. 9, L. 9, D. 10 fr., Place Bonnyaud; *de la Gare*, R., L., or D. 8 fr.), the chief town (6902 inhab.) of the department of the *Creuse* and the ancient capital of the province of *Marche*, retains but few of its ancient buildings. The *Hôtel des Moneyroux*, adjoining the Préfecture, is a fine 15–16th cent. building, and the gateway of the Hôtel de Ville is of similar date. The church of *St-Pierre-et-St-Paul* has been entirely rebuilt, save for its 13th cent. porch. The *Musée*, in the Faubourg de la Sénatorerie, S. of the town, contains good examples of Limoges enamel and Aubusson tapestry.

On the *Puy de Gaudy* (2135 ft.), the chief height of the Forêt de Chabrières, c. 2 m. S., was the Gallic oppidum whose inhabitants founded Guéret.

From Guéret to La Châtre, 47 m. (76 km.), railway in 2½–4 hrs. (23 fr. 35, 15 fr. 25, 9 fr. 60 c.). The line crosses the Creuse at (5½ m.) *Glénic* and the Petite-Creuse beyond (14½ m.) *Bonnat*.—31 m. *Aigurande*.—47 m. *La Châtre*, see p. 261 and the *Blue Guide to North-Western France*.

From Guéret to *St-Sébastien*, see p. 280.

On the right of the line rises the *Puy des Trois-Cornes* (2087 ft.).—215½ m. *Vieilleville*.

A motor omnibus (1 fr.) runs to (3 m. N.) *Bénévent-l'Abbaye*, where there is a Romanesque *Church (12th cent.) of unusual plan.

A branch line runs S. to (12½ m.) **Bourganeuf** (2826 inhab.; *Hôt. de la Boule-d'Or; Grand-Hôtel*), above the pleasant valley of the Taurion, with porcelain and carpet factories. The *Tour de Zizim* (1484), part of an ancient priory of the Knights of Malta, was built as the prison of Zizim, or Djem, brother of the sultan Bajazet II, treacherously captured by the grand master Pierre d'Aubusson. Another 15th cent. tower and the 12th and 15th cent. church are likewise parts of the old priory.

228½ m. (368 km.) **St-Sulpice-Laurière**, and thence viâ (249 m.) *Limoges* and (310½ m.) *Périgueux* to (389½ m., 627 km.) **Bordeaux**, see pp. 280, 334.

37. FROM CLERMONT-FERRAND TO BORDEAUX

Railway, 246 m. (396 km.) in 9½ hrs. (121 fr. 75, 79 fr. 50, 5 fr. 10 c.), one through train daily; to *Brive*, 122½ m. (197 km.) in 4¾ hrs. (60 fr. 60, 39 fr. 55, 24 fr. 90 c.); to *Périgueux*, 167 m. (269 km.) in 7½ hrs. (82 fr. 70, 54 fr., 34 fr. 5 c.).

Road viâ Tulle, 238 m. (383 km.).—35 m. (56 km.) *Laqueuille* (p. 276; viâ Randanne).—43½ m. (70 km.) *Bourg-Lastic* (p. 261).—62 m. (100 km.) **Ussel** (p. 276).—80 m. (129 km.) *Egletons* (p. 276).—99½ m. (160 km.) **Tulle** (p. 277).—118½ m. (191 km.) **Brive** (p. 286).—125½ m. (202 km.) *Larche* (p. 278).—143 m. (230 km.) *Thenon* (p. 278).—163½ m. (263 km.) **Périgueux** (p. 335). Thence to **Bordeaux**, see p. 340.

Road viâ Limoges, 254 m. (409 km.).—18½ m. (30 km.) *Pontgibaud* (see below).—32½ m. (52 km.) *Pontaumur*.—61½ m. (99 km.) **Aubusson** (p. 274).—86½ m. (139 km.) *Bourganeuf* (see above).—104½ m. (168 km.) *St-Léonard* (p. 285).—118 m. (190 km.) **Limoges** (p. 280).—139⅝ m. (225 km.) *Chalus* (p. 334).—157 m. (253 km.) *Thiviers* (p. 334).—170⅝ m. (275 km.) *Sarliac*.—179½ m. (289 km.) **Périgueux** (p. 335). Thence to **Bordeaux**, see p. 340.

Clermont-Ferrand, see p. 220. The railway curves round the S. side of the town (view on the right).—3 m. *Royat*. The station is some distance below the town (p. 224). We climb laboriously up the W. side of the Chaîne des Puys to reach (12½ m.) *Volvic* (2494 ft.; Restaurant), a solitary station connected by light railway with the town of Volvic and with Riom (comp. p. 220). On the left rises the *Puy de la Nugère* (3260 ft.). We make a wide circuit round the N. end of the Chaîne des Puys and leave on the right the Lapeyrouse branch (p. 273).—Beyond (18 m.) *Le Vauriat* we cross the lava-stream from the Puy de Louchadière (3937 ft.).—23½ m. (38 km.) **Pontgibaud** (2215 ft.; *Hôt. de la Poste; du Commerce*) is dominated by its *Castle*, rebuilt in 1200 and 1450, and recently restored. The interesting picture-gallery may be seen on applying to the concierge. The high-altar of the church comes from the Chartreuse de Port-Ste-Marie, now a

shapeless mass of ruins 9 m. down the valley of the Sioule.—Road to Clermont, see p. 226.—28 m. *La Miouze-Rochefort*, for the picturesque village of (6 m. S.) *Rochefort-Montagne* (Hôt. Trinquier, R. 8, D. 10, pens. 25 fr.; Marret).—40 m. (64 km.) **Laqueuille** (*Buffet*) is the junction for La Bourboule and Le Mont-Dore (p. 261).—Thence to (53½ m., 86 km.) **Eygurande-Merlines** (*Buffet*), where we cross the main line from Paris to Aurillac and Béziers, see p. 261.—58 m. *Aix-la-Marsalouse*.—64½ m. (104 km.) **Ussel** (*Buffet; Hôt. du Dauphin*, in the town; *Nouvel-Hôtel*, R. 8, D. 8 fr.; *Grand-Hôtel; de la Gare*, at the station), with 4358 inhab., is noteworthy for its 15–16th cent. houses, best of which is the turreted *Hôtel des Ducs de Ventadour*, in the Place de la République, on whose façade is an inscription in honour of the last troubadours. In the Place Voltaire, an expansion of the main Bordeaux road, is a Roman eagle, found in the 18th cent. on the site of a Gallo-Roman oppidum S. of the town.

From Ussel to Lapleau, 31½ m. (51 km.), steam tramway in 4 hrs.—7 m. *Chirac* and (11 m.) *Liginiac* have Romanesque churches with curious capitals.—17½ m. *Neuvic-d'Ussel* commands a fine view of the Monts Dore and the Cantal.—Beyond (26 m.) *Soursac* we cross the gorge of the Luzège by the Viaduc de Rochetaillade (300 ft. high).—31½ m. *Lapleau* (Hôt. des Voyageurs) stands above the wooded Gorge of the Luzège. The tramway goes on to Tulle (p. 277), but makes a long halt either at Lapleau or Soursac.

From Ussel to *Busseau*, see p. 274; to *Limoges* viâ Eymoutiers, see p. 285.

We cross the Diège.—73¼ m. (118 km.) **Meymac** (2119 inhab.; *Hôt. Splendid-Bellevue*), on the Luzège, has a remarkable 12th cent. church, opposite which are a curious old cross and a 15th cent. doorway. The road hence to (43 m.) Bourganeuf (p. 275) crosses the dreary *Plateau de Millevaches*, one of the wettest regions of France and the source of many rivers. At present no more than a peaty heath, it is expected to regain its fertility by afforestation. Railway to Limoges, see p. 285.—Our railway crosses the Luzège.—At (81 m.) *Soudeilles* the church contains a beautiful 14th cent. tomb.—85 m. *Egletons* (Hôt. de Bordeaux) is 3 m. W. of the ruined castle of *Ventadour*, the cradle of a famous ducal family.—At the castle of *Maumont*, 2 m. E. of (88 m.) *Rosiers-d'Egletons*, the popes Clement VI and Gregory XI (Pierre Roger de Beaufort and his nephew Roger) were born.—We pass (l.) the Etang de Chabrière before (93¾ m.) *Eyrein*, where the 13th cent. church contains a carved wooden altarpiece. The surrounding country is wild and heathy.—96¼ m. *Corrèze*. A motor omnibus (1 fr. 20 c.) runs to (3½ m. N.) the quaint little town (Hôt. du Commerce), a favourite fishing resort.—The train crosses the *Champ de Brach*, a moorland with large expanses of still water, and reaches (98¾ m.) **Gimel** (*Pavillon des Eaux-Vives*, summer only; *Hôt. du Repos*), a delightfully situated village, near the beautiful *Falls of the Montane* (adm. 2 fr.), where the river

plunges into a deep chasm. The priest's house contains a fine enamelled casket (12th cent.) and other precious objects. —We enter the Corrèze valley (views on the left), crossing the river twice.

106 m. (171 km.) **TULLE** (*Buffet; Grand-Hôtel Moderne*, Quai de la République, R. 8, D. 9, pens. 25 fr.; *Nouvel*, R. 6, pens. 22 fr.), the chief town (10,764 inhab.) of the department of the *Corrèze*, occupies a rather confined situation in the deep valley of the Corrèze. Except for the riverside quays and the Rue du Trech, which ascends the lateral valley of the Solane, the streets of Tulle are little more than narrow alleys and staircases on the hillside.

Tulle, which grew up round a monastery founded by St. Martin (7th cent.), has been the seat of a bishop since 1317. The proudest event in its history is the repulse of the English invaders by the inhabitants unaided in 1369. The material called 'tulle,' more correctly 'point de Tulle,' was first made in this city.

The station, ¾ m. downstream, is connected with the town by the Avenue Victor-Hugo and the Pont de la Barrière, which is dominated by the conspicuous war memorial (r.). Hence we follow the Rue Nationale and the Quai de la République, passing the Post Office and the Theatre, to the **Cathedral** (*St-Martin*), an early-Gothic building (c. 1190) whose choir and transepts were destroyed in 1796. The 12–13th cent. *Tower is surmounted by a graceful 14th cent. spire. In the S. aisle is a Pietà in painted wood. On the S. side of the cathedral is the 13th cent. *Cloister (under restoration as a museum, 1925; adm. Sun. and Thurs.; if closed apply to M. Vermilliard, 7 Rue du Point-du-Jour), whose two remaining galleries have graceful double arches with pierced spandrels. The two-bayed *Chapter House* of the same period, opening off the E. walk, preserves fragmentary paintings (14th cent.) of Jesus entering Jerusalem and the Last Supper.

Among the fine old houses of Tulle may be mentioned the *Maison de Loyac* (temp. Louis XII), on the left of the cathedral, and the *Hôtel des Ventadour* and the *Maison Dufraysse de Vianne* (14–15th cent.), both in the Rue des Portes-Chanac. Farther along the quay is the round church of *St-Pierre* (17th cent.).

From Tulle to Argentat, 20 m. (32 km.), railway in 1 hr. 35 min.—2 m. *Laguenne* has a 12th cent. church.—At (6 m.) *St-Bonnet-Avalouze* the 13th cent. church contains a Merovingian copper casket. Beyond a tunnel we descend towards the Dordogne.—20 m. (32 km.) **Argentat** (*Hôt. de Bordeaux; Notre-Dame*), beautifully placed on the right bank of the Dordogne (noted for its trout), is best seen from the bridge, towards which it presents an ascending series of quaint old houses overlooked by the square church-tower. Delightful excursions may be made hence in the unfrequented valleys of the Dordogne and Maronne. Beaulieu (p. 266) lies 14 m. downstream.

From Tulle to Treignac, 30 m. (48 km.), railway in 2¼ hrs.—To (10 m.) *Seilhac*, where we change carriages, see p. 286. The line to Treignac runs N.W. beneath the wooded chain of the *Monts des Monédières* (Puy d'Allogne, 3018 ft.). —30 m. *Treignac* (Hôt. de la Bagatelle), a tiny old town with a curious collection

of 15th cent. buildings, is the best point from which to explore the Vézère valley and the Monédières hills, of which the *Signal de Montmenssou* (2985 ft.), just off the road to Egletons, commands the best view.

From Tulle to Lapleau, 31 m. (50 km.), light railway in 3½ hrs.—From Tulle to (6 m.) *St-Bonnet-Avalouze*, see p. 277.—From (12½ m.) *Le Mortier-Gumond* a branch leads to (3 m. S.) *La Roche-Canillac* (Hôt. St-Exupéry), a picturesque village with a 14th cent. church and other old buildings. We traverse a region of heath and mere.—27½ m. *St-Hilaire-Foissac*, with a church notable for its capitals and its treasury.—31 m. *Lapleau* and thence to *Ussel*, see p. 276.

From Tulle to *Uzerche*, see p. 286.

Below Tulle the line descends the Corrèze, here subject to destructive floods.—115½ m. *Aubazine-St-Hilaire*. About 2¼ m. N. lies **Aubazine** (*Hôt. St-Etienne ; du Coiroux*, good), formerly *Obasine*, famous for its *Abbey Church (1156–76), one of the most remarkable in Limousin. Unfortunately six bays of the nave were pulled down in 1757 by order of the absentee abbot Mathurin de Sers, the material being used in building houses in the village. The three remaining bays ascend by steps to the crossing, which is crowned by an octagonal tower. The N. transept contains a 12th cent. cupboard, facing a fragmentary mural painting of 1466. At the end is the monks' night-stair. In the S. transept is the 13th cent. *Tomb of St. Stephen of Obasine, founder of the church. The choir contains stalls of 1719 with interesting misericords. The once rich treasury was plundered in 1908 by the Thomas gang, which committed many depredations among the neighbouring churches.

The abbey buildings are occupied by an orphanage (visitors admitted). The 12th cent. lower story includes the chapter house, now a chapel; the upper floors date from the 17th century.—The road on the right of the church leads to a path (l.) following the Canal du Coiroux, which brought fresh water to the abbey, and going on to the Coiroux gorge, in which are the romantic ruins of a 13th cent. abbey.

From the station a light railway runs S. viâ (5 m.) *Lanteuil* and (15 m.) *Le Bosplos* (p. 292) to (24 m.) *Beaulieu* (p. 286).

122½ m. (197 km.) **Brive**, see p. 286.—We leave the line to Paris on the right and cross the Vézère.—128 m. *Larche*.—130½ m. *La Rivière-de-Mansac* is the junction for a light railway running N. viâ (10 m.) *Ayen* (p. 335) to (17 m.) *Juillac*.—134 m. (216 km.) **Terrasson** (*Buffet ; Hôt. des Messageries*, R. 8, D. 8½, pens. 22 fr.) has an old bridge over the Vézère and a large 15th cent. church.

From Terrasson to Gourdon, 38 m. (61 km.) in 2¼ hrs. (18 fr. 75, 12 fr. 25, 7 fr. 70 c.).—4 m. *Condat-Beauregard* (see below).—At (7½ m.) *Montignac* we leave the Vézère.—12½ m. *St-Amand-de-Coly* has a fine fortified *Church (12th cent.).—17 m. *Salignac* (Hôt. de France) lies 3 m. W. of the Château de Salignac-Fénelon (12th cent. with later additions).—24½ m. *Sarlat*, see p. 339.—28 m. *Carsac* (p. 339).—At (31 m.) *Grolejac* we cross the Dordogne.—38 m. *Gourdon*, see p. 288.

Another line runs N. from Terrasson to (13½ m.) *Hautefort* (p. 334).

At (138 m.) *Condat-Beauregard* (Buffet) the Gourdon branch line (see above) and the Vézère diverge on the left.—146 m. *Thenon*.—157¾ m. *St-Pierre-de-Chignac*.—At (160¼ m.) *Niversac* the line from Agen comes in on the right.—167 m.

(269 km.) **Périgueux**, see p. 335. Thence viâ (213½ m.) *Coutras* to (246 m., 396 km.) **Bordeaux**, see p. 340.

38. FROM CHÂTEAUROUX (PARIS) TO TOULOUSE

A. Viâ Limoges and Cahors

Railway from *Châteauroux*, 279½ m. (450 km.) in 7½–8½ hrs. From *Paris* (Gare d'Orsay), 445 m. (717 km.) in 12½ hrs. (220 fr. 50, 146 fr., 91 fr. 95 c.); to *Limoges*, 251 m. (404 km.) in 6½–6¾ hrs. (124 fr. 25, 81 fr. 15, 51 fr. 10 c.); to *Brive*, 312½ m. (503 km.) in 8¼–8⅝ hrs. (154 fr. 65, 101 fr., 63 fr. 65 c.); to *Cahors*, 374½ m. (603 km.) in 10½ hrs. (185 fr. 40, 121 fr. 10, 76 fr. 30 c.); to *Montauban*, 413½ m. (666 km.) in 11½ hrs. (204 fr. 80, 133 fr. 75, 84 fr. 25 c.).

Road, 419 m. (675 km.). From Paris to (145 m., 248 km.) *Châteauroux*, see the *Blue Guide to North-Western France*.—170 m. (274 km.) *Argenton-sur-Creuse* (see below).—199½ m. (321 km.) *Le Gros-Dognon*, for *La Souterraine* (5½ m. E.; p. 280).—207½ m. (334 km.) *Bessines* (p. 280).—230 m. (370 km.) **Limoges** (p. 280).—241½ m. (389 km.) *Pierre-Buffière* (p. 285).—262 m. (422 km.) *Uzerche* (p. 285).—284½ m. (458 km.) **Brive** (p. 286).—307 m. (494 km.) *Souillac* (p. 287).—322 m. (519 km.) *St-Projet*, for *Gourdon* (6 m. E.; p. 288).—348½ m. (561 km.) **Cahors** (p. 288).—372½ m. (600 km.) *Caussade* (p. 290).—387 m. (623 km.) **Montauban** (p. 290).—401 m. (646 km.) *Grisolles* (p. 292).—419 m. (675 km.). **Toulouse** (p. 358).

Châteauroux, and from Paris to Châteauroux viâ Orléans (166 m.), see the *Blue Guide to North-Western France*.—Beyond (10½ m.) *Lothiers* we see on the right the restored 15th cent. castle of (16 m.) *Chabenet*.—19 m. (31 km.) **Argenton-sur-Creuse** (*Buffet; Hôt. de la Cloche; Central*, R. 8, L. or D. 9, pens. 23 fr.; *Moderne*), an attractive linen-weaving town (5029 inhab.), has a 15th cent. prison and the *Chapelle St-Benoît* (15–16th cent.; restored). Above are the ruins of the old *Castle* and the 11th cent. *Chapelle de Notre-Dame-des-Bancs*, crowned by a huge statue of the Virgin known as the 'Bonne Dame d'Argenton.' The town is a pleasant centre for excursions in the valleys of the Creuse (p. 280; celebrated by the descriptions of George Sand), and of the Bouzanne, remarkable for its many old castles.

The railway from Argenton to La Châtre passes (14 m.) *Cluis*, whose town hall occupies the remnant of a 13th cent. castle, and (19½ m.) *Neuvy-St-Sépulcre* (Hôt. Neveu), noted for its round *Church (1042), restored in 1850 by Viollet-le-Duc. A nave was added in the 12th cent., and a reconstruction has been made of an adjoining 9th cent. building.—29 m. *La Châtre*, see p. 261.

From Argenton to Le Blanc viâ Belâbre, 40 m. (64 km.), light railway in c. 4 hrs.—14¼ m. *St-Benoît-du-Sault* (Hôt. des Trois-Cent-Couverts), with a priory church founded in the 11th cent., is 2 m. S. of *Roussines*, whose church has 15th cent. ceiling-paintings. Tramway to (7½ m.) *Chaillac*.—21 m. *Prissac* has an interesting church.—30 m. *Belâbre* is 6 m. N. of the feudal stronghold of *Château-Guillaume*, built by William IX of Aquitaine and recently restored.—40 m. *Le Blanc*, see the *Blue Guide to North-Western France*.

From Argenton to *Le Blanc* and *Poitiers* viâ St-Gaultier, see the *Blue Guide to North-Western France*.

The Toulouse line crosses the Creuse, whose attractive valley can be conveniently explored from (32 m.) *Eguzon* (Hôt. de France).—36½ m. *St-Sébastien* (Buffet; Inns).

Crozant (Hôt. Lépinat; Brigand), a haunt of artists, lies 4½ m. E. on the Creuse. Commanding the junction of the Creuse and the Sédelle is the castle,

the 'key of the Limousin,' a three-cornered building of the 12–13th cent. which superseded a royal residence of Charlemagne and Louis the Debonair. It is described in detail in George Sand's 'Péché de Monsieur Antoine.' A delightful walk of 20 m. descends the Creuse to Argenton, viâ (7 m.) *Eguzon* (p. 279), the 13th cent. castle of *Châteaubrun* (no adm.), and (12 m.) *Gargilesse* (Hôt. des Artistes), with its fine 12th cent. church.

The railway from St-Sébastien to (28½ m.) Guéret (p. 274) passes (11 m.) *Dun-le-Palleteau* (Hôt. Joly), the station for (6 m. E.) *Fresselines*, at the junction of the Grande and Petite Creuse. The apse of the church contains a relief by Rodin in memory of the poet Maurice Rollinat (1853–1904), a distinguished resident.

41 m. *Forgevieille*, for the castle of *St-Germain-Beaupré* (1409; restored).—48½ m. (78 km.) **La Souterraine** (*Hôt. du Lion-d'Or*), a town of 3369 inhab. with two 14th cent. gates, is noted for its *Church*, an extremely interesting type of Romanesque and early-Gothic architecture in the Limousin (12th cent.). The building was, somewhat unusually, begun at the W. end; the first bay of the nave supports a 13th cent. tower with a modern spire; the next four give a perfect illustration of the development of the Gothic vault-system.—The 14th cent. *Lanterne des Morts* has been removed from the graveyard (now a promenade) to the new cemetery.—We cross the Sédelle and enter the charming Limousin Hills, and, beyond (54 m.) *Fromental*, cross the Gartempe on a lofty two-storied viaduct.—64½ m. (104 km.) **St-Sulpice-Laurière** (*Buffet*) is important only as the junction of the lines from Lyons viâ Montluçon (p. 275) and from Poitiers viâ Montmorillon (see below) with the main line.

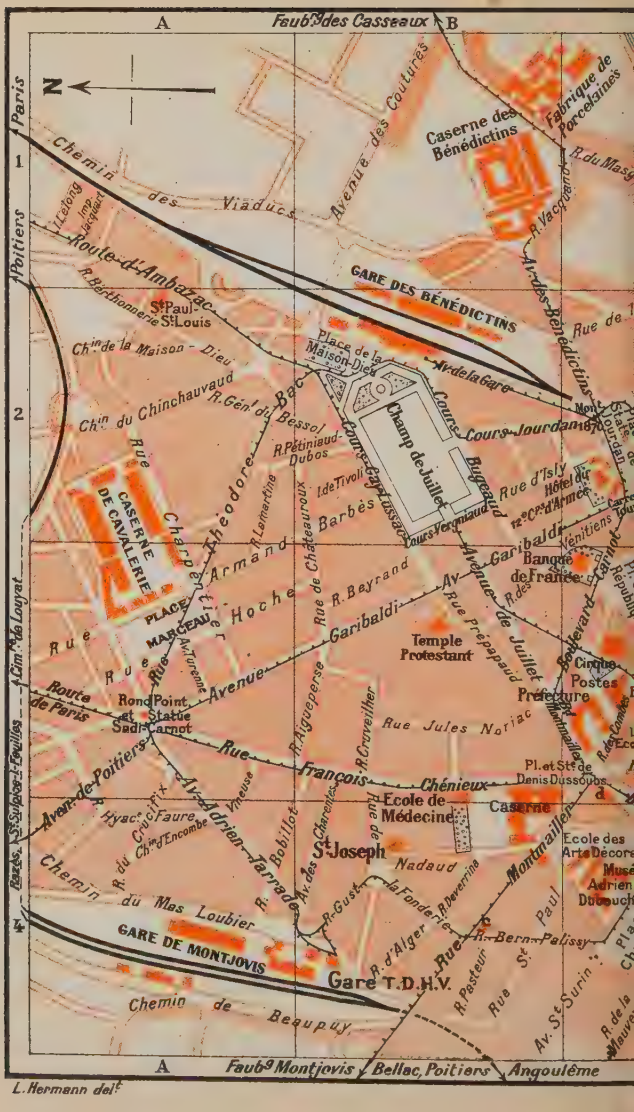
From St-Sulpice-Laurière to Poitiers, 78¼ m. (126 km.), railway in c. 4 hrs. (38 fr. 75, 25 fr. 30, 15 fr. 95 c.).—We leave the line to Paris beyond (3¾ m.) *Bersac*, and turn W.—9½ m. *Bessines*.—14¼ m. *Châteauponsac* (Hôt. Boutinaud), where we cross the line from Limoges to St-Sulpice-les-Feuilles (p. 283), has a 12–15th cent. church and an old bridge over the Gartempe (1609). 22½ m. *Le Dorat* and thence to (78¼ m.) *Poitiers*, see p. 284.

73½ m. *Ambazac*, among chestnut-wooded hills, has valuable treasures in its church, including a dalmatic given to St. Stephen of Muret by the Empress Matilda and a 12th cent. enamelled casket with the saint's relics. These were originally in the famous abbey of *Grandmont*, 5 m. N., which was founded by St. Stephen in 1076 and which has utterly disappeared since its suppression in 1771.—80 m. *Le Palais*.

85 m. (137 km.) **LIMOGES**, the chief town (86,655 inhab.) of the department of the *Haute-Vienne*, and the seat of a bishop, stands on rising ground (c. 950 ft.) above the right bank of the Vienne river. Though considerably rebuilt in latter years, the old quarters of the Ville and the Cité, each formerly encircled by its own rampart, preserve many interesting old streets. The porcelain and enamels of Limoges have been famous for many centuries.

Railway Stations. *Gare des Bénédictins* (Pl. B 2; Buffet), the principal station, for main line trains to Paris, Toulouse, Périgueux, Angoulême, etc. —*Gare de Montjovis* (Pl. A 4) for trains to Angoulême.—*Gare des Charentes*, adjoining the latter, for the Tramways Départementaux de la Haute-Vienne.

Hotels. De la Paix (Pl. a; C 2),


A
B
Faubg des Casseaux
N
Paris
Poitiers
1
2
4
Avenue des Coutures
Caserne des Bénédictins
Fabrique de porcelaines
R. du Mas
Chemin des Viaducs
Lavoirs
Camp Laquais
Route d'Ambazac
R. Berthonnerie
St Paul St Louis
GARE DES BÉNÉDICTINS
Av. des Bénédictins
Rue de
Ch.in de la Maison-Dieu
Place de la Maison-Dieu
Av. de la Gare
Mont
Ch.in du Chinchauvaud
R. Gén.l du Bac
Bessol
R. Pétiniaud-Dubos
Champ de Juillet
Cours Jourdan
Cours
Cours Lafayette
Ide Tivoli
Rue Théodore Bac
Rue Charpentier
CASERNE DE CAVALERIE
Armand Barbès
R. Lamartine
Bugeaud
Rue d'Isly
Hôtel du 12e C.d'Armée
Vaurs
Vergniaud
Garibaldi
Banque de France
Av. de Juillet
Rue Prépaud
Temple Protestant
Cirque
Postes
Préfecture
Boulevard Carnot
Rue Hoche
PLACE MARÉCHAL
R. Beyrand
Rue de Châteauroux
Rue Garibaldi
Av. Turenne
Rue
Avenue
Route de Paris
Rond Point et Statue Sadi-Carnot
R. Aiguepierse
R. Cruveilher
Rue Jules Noriac
Av. de Poitiers
Rue François Chénieux
Pl. et Ste de Denis Dussoubs
Ecole de Médecine
Caserne
St Joseph
Nadaud
Montmailler
Ecole des Arts Décor.
Musé
Adrien Dubouch
R. Hyacinthe Faure
R. du Cr.d Rx
Ch.in d'Encombe
Vineux
R. Bobillot
Av. d'Adrien Tarnaud
Av. des Charentes
R. Gust. la Fonderie
R. Bernerine
Chemin du Mas Loubier
GARE DE MONTJOVIS
Gare T.D.H.V.
R. d'Alger
R. Pasteur
Rue St Paul
R. Bern-Pelissy
Av. St Surin
Chemin de Beaupuy
Faubg Montjovis
Bellac, Poitiers
Angoulême
L. Hermann del.t

12-29 Imp. Dufrénoy. Paris.

Place Jourdan, R. 12, L. or D. 12 fr.; Central (Pl. b; C 2), Carrefour Tourny, R. 14, L. or D. 12, pens. 35 fr., comfortable; Moderne (Pl. d; C 3), 6 Boul. Victor-Hugo, R. 8, L. or D. 7½, pens. 23 fr., a good class commercial hotel; Besnard, 58 Rue Fr. Chénieux (Pl. B 3); Jeanne d'Arc, 17 Av. de la Gare (Pl. B 2), R. 10, L. 8, D. 9.—Unpretending, Du Commerce, Boul. Louis-Blanc; du Maréchal-Jourdan, Terminus et Bordeaux, near the station.

Restaurants. *Continental*, at the Hôt. de la Paix; *Central*, *Maréchal-Jourdan*, at the hotels of the same names; *Mille-Colonnes*, Place de la République.—Cafés at the principal hotels and in the Place de la République.

Post Office (Pl. C 3), Square de la Poste.—Syndicat d'Initiative, Place Jourdan.

Conveyances. Taxicabs 1 fr. 50 and 1 fr. 75 c. per km.—Electric Tramways (25 c.). 1. Place Sadi-Carnot–Pont-Neuf; 2. Place Sadi-Carnot–Av. Baudin; 4. Faub. des Casseaux–Montjovis; 5. Bénédictins –Route d'Aixe; 6. Route d'Ambazac –Faubourg d'Angoulême.—Suburban services, see p. 283.

History. The capital of the Gallic Lemovices, who gave Limoges its name, was over 1 m. downstream; the Roman *Augustoritum* occupied both banks of the Vienne near the Pont St-Martial. The present *Cité* originated as a refuge from the barbarian invasions, while the *Ville* sprang up in the 10th cent. around the tomb of St. Martial, the apostle of the Limousin. In 1370 Limoges, led by its bishop who had been a personal friend of the Black Prince, revolted against his overlordship. Infuriated by this treachery and harassed by the disease which killed him soon after, the Prince assaulted the town and massacred 3000 of the inhabitants. The mediæval history of Limoges is bound up with its fame as a centre of goldsmiths' work and of the minting of coins, an industry founded by St. Eligius (St. Eloi; born in the neighbourhood in 588), the patron saint of goldsmiths and a craftsman at the court of Clothair II and Dagobert I. The manufacture of the famous Limoges enamels, which reached its zenith in the 16th cent., had completely disappeared by the end of the 18th cent., but the prosperity of the town was maintained by the manufacture of porcelain, following the discovery of china-clay at St-Yrieix in 1755. Limoges did not suffer from misgovernment in the 17th cent. and thanks to the wise administration of Turgot (1762–74) the Revolution left it almost untouched. The enamel industry was revived in 1875.

Among the famous artists in enamel were the Limosin family, of whom Léonard I (c. 1505–c. 1577) was the most brilliant; the Pénicauds (Nardon or Léonard, c. 1470–c. 1540; Jean I, II, and III and Pierre), Pierre Reymond, Pierre Courteix (16th cent.), the Laudins, and Nouailher (early 17th cent.). Other eminent natives are the Chancellor d'Aguesseau (1688–1751); Pierre Vergniaud (1753–93), the Girondist; Marshal Jourdan (1762–1833) and Marshal Bugeaud (1784–1849); President Sadi Carnot (1837–94); and Jules Claretie (1840–1913), novelist and playwright.

Limoges has given its name to the 'limousine,' a shepherd's cloak entirely covering the body, a term extended recently to describe a covered motor-car; and to 'limousinage,' a coarse masonry of small stones set in mortar. 'Limogé,' during the War, was a slang term applied to generals who had 'received an appointment at the Base.'

The Place Jourdan (Pl. C 2), with a statue of the marshal, the Headquarters of the 12th Army Corps, and the chief hotels, is the usual starting-point for the exploration of Limoges, though actually outside the line of the old ramparts. The chapel of the *Lycée Gay-Lussac*, in the boulevard on the left, contains an altarpiece and two wooden busts, good examples of 17th cent. sculpture. The Rue de la Porte-Tourny leads from the Place Jourdan into the old town. On the left is the church of **St-Pierre-du-Queyroix** (i. e. Carfax; Pl. C 2), mainly rebuilt in 1534, though the tower and parts of the façade exhibit 13th cent. workmanship. It is remarkable as having three aisles on each side of the nave.

At the end of the inner S. aisle is a stained-glass window (Death and Coronation of the Virgin) by Jean Pénicaud I (1510); the choir-stalls date from 1513.—On the right, farther on, is the Place de la République, beyond which the Boulevard Carnot leads to the *Préfecture* (1900–05).—The Rue St-Martial and Rue du Clocher (No. 10 in which was the birthplace of Vergniaud, see p. 281) lead straight on from St-Pierre to the Place de la Motte, at one corner of which stands **St-Michel-des-Lions** (Pl. C 3), a 14–15th cent. church with a lofty tower of 1373, whose spire, often restored, is topped by a fretted copper ball. In front of the door in the tower are two 12th cent. stone lions. The 15th cent. N. door is noteworthy. The church is supported by remarkably slender pillars and lit by richly-toned windows of the 15th century. Behind the high altar is the shrine of St. Martial (1889), containing the saint's head and other relics.

From the E. corner of the Place de la Motte, behind the Market Hall, ascends the *Rue de la Boucherie* (Pl. C, D 3), one of the most curious features of Limoges. This narrow lane is lined throughout with butchers' stalls, so that it is often unsavoury in hot weather; the stalls all belong to the influential Corporation of Butchers, or of St. Aurelian (founded in the 10th cent.), all of whose members are connected by family ties. Half-way up, preceded by an altar of the Virgin which is lit up every evening, is the butchers' church, *St-Aurélien* (Pl. D 3; 1475, with a 17th cent. tower).—Turning to the left at the top of the Boucherie, we reach the old Place des Bancs, off which opens the Rue du Consulat with its interesting houses (No. 5, birthplace of Marshal Bugeaud; No. 15, that of d'Aguesseau; No. 22, a house of the 14th cent.).

The Rue Haute-Vienne leads to a terrace overlooking the *Hôtel de Ville* (Pl. D 2, 3), built in 1879–83 by A. Leclerc and decorated with a frieze of medallion-portraits of famous Limousins. The statues representing the Art of the Goldsmith and the Art of the Enameller, on either side of the clock, are by Tony Noël. In the garden in front is a fountain with modern enamel decoration (1893).

In the quarter behind the Hôtel de Ville are the church of *Ste-Marie* (Pl. D 2), with a 13th cent. doorway, and the old *Pont St-Martial* (Pl. E 2; 13th cent. on Roman foundations).

The Avenue du Pont-Neuf and the Rue des Petites-Maisons (l.) lead to the **Cathedral** (*St-Etienne;* Pl. C 2), which occupies the centre of the Cité. It was begun in 1273 in the Gothic style of Northern France to replace an old basilica.

The choir (1273–1327) is built in the purest Gothic style; the S. transept is a continuation of the late 14th cent., while the N. transept and the two E. bays of the nave were built in 1458–99 in the Flamboyant style. The N. transeptal front (1517–30) is a fine example of late Gothic decoration. The three W. bays of the nave were not added until 1876. The *Tower (1242), the only remaining portion of the old basilica, served as a model for Limousin builders for over a century.

Interior. At the E. end of the nave is the *Rood Screen, a graceful Renaissance composition (1534–35), with pendent keystones representing the Virtues, and medallions of the Labours of Hercules. Ambulatory (r. to l.). Tomb of Card. Raynaud de la Porte (d. 1316). Mausoleum of Bp. Jean de Langeac (d. 1541), the builder of the rood screen; his statue has vanished, but 14 *Bas-reliefs remain, illustrating the Visions of the Apocalypse (after Dürer). Tomb of Bp. Bernard Brun (d. 1350), with statuettes and reliefs, including St. Valerie bringing her head to St. Martial.—In the two N. chapels are old mural paintings. The stained-glass **Windows* date from the 16th cent., except those in the upper range at the E. end (15th cent.).

The *Treasury* (adm. 50 c. for two pers.) contains some good enamels, including late 15th cent. examples, and two fine 17th cent. altar-canons painted by Nic. Laudin. The Tower may be ascended (1 fr.) for the sake of the view.—The *Bishops' Palace* (1766–87) contains the Musée Municipal, but has not been reopened since doing duty as a hospital during the War.

On the W. side of the town is the **Musée Adrien Dubouché** (Pl. C 4; adm. 10–4 or 5, 1 fr.; free on Sun. and Thurs., closed on Mon.), an interesting collection of china, enamels, and paintings, largely brought together by the munificence of Adrien Dubouché (d. 1881), an ex-curator.

Ground Floor. *Musée Céramique.* The best examples are in the Gasnault (cases 33–43) and Jacquemart (cases 44–45) collections.

First Floor. Paintings, Sculptures, and Enamels. Vestibule. *Coustou*, Bust of d'Aguesseau; *Troyon*, Vintage at Suresnes.—Right Wing: Room I. *Renoir*, Little Girl; *Alluaud*, Morning; *Guillaumin*, Scenes in the Creuse valley. —R. II. *Dalou*, Vergniaud (plaster).—R. III. Drawings and water-colours.—R. IV. Paintings on porcelain.

Left Wing. Room I. *Daubigny*, Near Paris; *Nattier*, Young lady (1751; called Mme de Pompadour), a delightful portrait in the painter's most perfected style.—R. II. *Detaille*, Incident in the Battle of Rezonville.—RR. III, IV. Miscellaneous mediæval antiquities.—R. V. *Enamels of the 15–18th cent., including examples by the *Limosin* and *Pénicaud* families; a polyptych of 12 panels by *Nouailher*; primitive Limoges enamels (13–15th cent.); also, *Léonard Limosin*, Incredulity of St. Thomas, a panel-painting (1551), etc.

The country round Limoges is served by a system of electric tramways starting from the Gare des Charentes (see p. 280). The principal services run as follows:

To *St-Sulpice-les-Feuilles*, 50 m., viâ Rançon (p. 284) and Châteauponsac (p. 280); to *Bussière-Poitevine* (45 m.) viâ La Tuilière and (28½ m.) *Mortemart*, whose ruined castle was the cradle of a historic family; to *St-Junien* (26 m.; p. 324) viâ La Tuilière; to *Rochechouart* (43½ m.: p. 334) viâ Aixe-sur-Vienne (see below), Oradour-sur-Vayres (p. 334), and St-Mathieu (p. 324); to *Peyrat-le-Château* (37 m.) viâ Eymoutiers (p. 285); and to *Razès* (18 m.).

Aixe-sur-Vienne (*Hôt. des Charentes*, R. 10, L. or D. 10 fr.), 9 m. S.W. of Limoges, is reached by tramway hourly from the Champ de Foire (Pl. C 4), and is served also by the Rochechouart tramway and the railway to Angoulême. The little town (1933 inhab.), amid charming scenery, is a favourite resort of the Limousins. It has a Romanesque church, fortified in the 15th cent., and a 14th cent. bridge.

From Limoges (Bénédictins) to Poitiers viâ Bellac, 86½ m. (139 km.), railway in 4½–5 hrs. (36 fr. 60, 24 fr. 10, 15 fr. 20 c.); carriages are changed at Le Dorat.—The line traverses a tunnel and crosses the Aurance.—10 m. *Nieul*, on the Glane, with an old castle and church.—14 m. *Thouron*, beside a large

mere.—20 m. *Breuilaufa* has a 13th cent. copper statuette of the Madonna in its church. We traverse the *Montagnes de Blond* (1690 ft.; l.), a group of typical Limousin hills.—27 m. (43 km.) **Bellac** (2741 inhab.; *Hôt. de la Pyramide*, R. 8, L. 9, D. 10, pens. 28 fr.), at the junction of the Vincou and the Bazine, has a church with two parallel naves, one of the 12th cent., the other of the 14th. Electric tramways run to (6 m.) Rançon (p. 283) and to (11 m.) Bussière-Poitevine (p. 283).—35 m. (56 km.) **Le Dorat** (2003 inhab.; *Hôt. de Bordeaux; de France*), noted for its macaroons, is the junction for the line from St-Sulpice-Laurière (p. 280). The Romanesque **Church* (1088–1130), with its massive W. tower and elegant central spire (late 12th cent.), is one of the finest in the district. The gilded angel (13th cent.) on the steeple ('lou dorat') is said to have given the town its name. The well-proportioned interior contains an 11th cent. monolithic font (now a stoup) and the relics of SS. Israel and Theobald. The crypt is likewise interesting. Part of the town wall (1429), with the curious *Porte Bergère*, still survives.—A branch line runs to (4½ m.) *Magnac-Laval* (Hôt. du Lion-d'Or), famous for the annual Procession of St. Maximinus, which lasts from 2.30 a.m. to 6 p.m. on Whitmonday, following a circuitous cross-country route.

The Poitiers railway crosses the Brame and, beyond (46 m.) *Lathus*, the Gartempe.—53 m. (85 km.) **Montmorillon** (*Buffet; Hôt. de France; de l'Europe*, R. 6, L. or D. 8, pens. 22½ fr.), with 3790 inhab., stands on both banks of the Gartempe. On the right bank is the church of *St-Martial*, modern except for the 12th cent. belfry S. of the choir. The church of **Notre-Dame*, on the left bank, has an aisleless nave in the Angevin style of 1300 and Romanesque transepts and apse. A street along the hillside passing the old *Maison-Dieu des Augustins*, leads to the Romanesque church of *St-Laurent*, remarkable for the frieze on its W. front (12th cent.) of the Childhood of Jesus. A monument commemorates the impetuous La Hire (1390–1443), Joan of Arc's companion-at-arms, who was originally buried here. In a courtyard of the Séminaire, to the N., is the curious **Octogone* (1180), a two-storied sepulchral chapel, with four contemporary statues; there is a similar chapel on the S. side of the church.—A branch line runs from Montmorillon to (24 m.) *Le Blanc* (p. 279) viâ (11 m.) *La Trimouille*, the cradle of the illustrious family of La Trémouille. At *Villesalem*, 3 m. N., is a disused church with a charming 12th cent. façade.

61 m. *Lussac-les-Châteaux* is the junction for St-Saviol (p. 311). On the left bank of the Vienne, a little upstream beyond a flour-mill, is the tomb of Sir John Chandos (c. 1320–70), who fell mortally wounded near by.—The church of (64½ m.) *Civaux*, mainly of the 12–13th cent., has a Carlovingian apse and a 15th cent. tower. Beyond the Vienne is an imposing 12–13th cent. tower.—67½ m. *Lhommaizé*. A tramway runs S. to (7 m.) *Bouresse* and N. to (11 m.) *Chauvigny*, passing (2 m.) *Morthemer*, with a fine church (late 12th cent.) and a splendid feudal *Castle (12–14th cent.), where Chandos (see above) died of his wounds.—79 m. *Mignaloux-Nouaillé* and thence to (86½ m., 139 km.) *Poitiers*, see the *Blue Guide to North-Western France*.

From Limoges (Bénédictins) to Brive viâ St-Yrieix, 61½ m. (99 km.), railway in c. 3 hrs. (30 fr. 45, 19 fr. 90, 12 fr. 50 c.).—We follow the Périgueux line as far as (12½ m.) *Nexon* (p. 334), diverging there to the S.E. (l.).—*La Roche-l'Abeille*, 2½ m. S.E. of (18 m.) *La Meyze*, was the scene of Coligny's victory over the Catholic army of the Duc d'Anjou and Filippo Strozzi (1569), when Henry of Navarre (Henri IV), then 16 years old, bore arms for the first time.—25½ m. (41 km.) **St-Yrieix** (*Hôt. des Voyageurs*), the chief centre (3595 inhab.) of the quarries of china-clay which is used for the potteries of Sèvres and Limoges, sprang up in the 6th cent. around an abbey founded by St. Aridius, or Yrieix, the chancellor of Theodebert of Austrasia. The abbey is now represented by the **Moûtier*, or Minster, a fine church with a 12th cent. narthex, but otherwise, except for the choir walls, dating from the 13th century. The arrangement of the buttresses of the nave is curious. To the S. of the church is the Romanesque *Tour du Plot* (1243).—From St-Yrieix to *Bussière-Galant*, see p. 334; to *Périgueux* viâ Excideuil, see p. 337; to *Thiviers*, see p. 335.—31 m. *Coussac-Bonneval*. On the left of the line is the fine (restored) château of Bonneval (12–15th. cent.), the birthplace of Germain de Bonneval, who gave his life for Francis I at Marignano (1515), and of Alexandre Bonneval Pasha (1675–1747), a general in the service of Sultan Achmed III.—38 m. *Lubersac*.—41½ m. *Pompadour* (Hôt. des Voyageurs), with a 15–17th cent. castle never occupied by the famous Marquise. *Beyssac*, 2 m. S.E., was the birthplace of Innocent VI

(Etienne Auber; d. 1362). The railway descends rapidly.—At (53½ m.) *St-Aulaire* we join the line from Thiviers (p. 334), and, beyond (57½ m.) *Varetz*, cross the Vézère and the Corrèze.—61½ m. (99 km.) *Brive*, see p. 286.

From Limoges (Bénédictins) to Ussel, 70 m. (113 km.), railway in 3¼ hrs. (34 fr. 75, 22 fr. 70, 14 fr. 30 c.).—We follow the line to Paris and diverge on the right beyond (5 m.) *Le Palais* to ascend the valley of the Vienne.—At (8½ m.) *St-Priest-Taurion* we cross the Taurion.—15 m. (24 km.) **St-Léonard-de-Noblat** (*Hôt. de la Boule-d'Or; du Grand-St-Léonard*) is a picturesque old town (3277 inhab.) with many mediæval houses and the beautiful church of **St-Léonard* (11–12th cent.), somewhat disfigured by a maladroit restoration in 1603. The W. front was added in the 13th century. The *Tower, the finest in the Limousin, raises its five graceful stories above the N. porch; between it and the N. transept is the curious round Chapelle du Sépulcre, possibly a baptistery (apply to the sacristan). The choir contains late 15th cent. stalls and the relics of St. Leonard (d. c. 559), a nobleman of the court of Clovis converted by St. Rémy. In the first ambulatory chapel on the S. are five 15th cent. reliefs. The Vienne receives the Maulde and follows a narrow and tortuous valley.—31 m. (50 km.) **Eymoutiers** (*Hôt. Pintou*), with 2101 inhab., has a fine church with a Romanesque nave and a 15th cent. choir. Tramway to Limoges and to Peyrat, see p. 283.—We quit the Vienne and, beyond (40½ m.) *Lacelle-Corrèze*, cross the Vézère at (46½ m.) *Bugeat* and mount to the dreary Plateau de Millevaches (p. 276).—61½ m. *Meymac*, and thence to (70 m., 113 km.) *Ussel*, see p. 276.

From Limoges to *Angoulême*, see p. 313; to *Périgueux*, see p. 334.

On leaving the Gare des Bénédictins at Limoges the railway tunnels beneath the town and crosses the Vienne, commanding a fine view.—92½ m. *Solignac-le-Vigen*. The **Church* of **Solignac** (*Hôt. des Touristes*), formerly crowned with three towers, is a remarkable example of the Romanesque architecture of Périgord (1143).

The exterior is remarkable for the blind N. arcade with grotesque capitals and for the heavy 12–13th cent. porch, the basement of a vanished belfry. The roof consists of four cupolas (originally five; the S. transept has been revaulted), two of which cover the wide nave and are supported by arches of colossal dimensions. The clerestory passage is supported by curious pilaster-capitals and consoles, and ends on each side in a small staircase communicating with the galleries above the transeptal apses, which are themselves connected by a gallery across the choir-arch. The apse is lined with fine 15th cent. stalls, and on the right of the altar an old painting shows the church before it was despoiled of its towers.

In the conventual buildings, now a china-factory, was the first workshop for the production of Limoges enamels, founded by St-Eloi in 631 (comp. p. 281). There is another interesting 12th cent. church at *Le Vigen*, 1½ m. S.E.

We ascend the Briance and enjoy a fine view (r.) of the double ruin of the castle of *Chalusset* (12–13th cent.).—97½ m. *Pierre-Buffière*, the birthplace of Guillaume Dupuytren (1777–1835), the surgeon, preserves fine Renaissance church-doors and the Romanesque chapel of a castle of the Mirabeaus. —107 m. *St-Germain-les-Belles* is the station for (9 m. E.) *Mont Gargan* (2398 ft.), the highest point of the Monts du Limousin.—Beyond (114 m.) *Masseret* we descend towards the Vézère valley.

121 m. (195 km.) **Uzerche** (*Hôt. Moderne; du Commerce; Ambroize*), 1½ m. S. of the station, is a town (2057 inhab.) of Gallo-Roman foundation (? *Uxellodunum*, but comp. p. 292), notable for its picturesque situation on a peninsula almost surrounded by the Vézère, and for its multitude of turreted old mansions of the 15th and 16th centuries. It is more

conveniently served by the station of Uzerche-Ville on the Tulle branch (see below).

The high-road from the main-line station crosses the Vézère and ascends past the *Château*, with its four corner-turrets, and enters the town by the 14th cent. *Porte Barachaude*. The *Church*, built in the 11–12th cent., except for the W. bay (13th cent.) and the round S.W. tower (15th cent.), has an admirable *Belfry and contains Louis-Quinze woodwork. The 11th cent. crypt is notable for the extreme rudeness of its vaults. The 15th cent. *Maison Eyssartier*, in the church-square, was once a pharmacy and bears as insignia a pestle and mortar. The *Terrasse de Maubec*, c. ½ m. S., commands a fine view of the town.

From Uzerche to Tulle, 21 m. (34 km.), light railway in 1½ hr. (6 fr. 85, 4 fr. 30 c.).—½ m. *Uzerche-Ville*, see above.—10 m. *Seilhac* is the junction for Treignac (p. 277).—The church of (16 m.) *Naves* contains a remarkable altarpiece (18th cent.).—21 m. *Tulle*, see p. 277.

Beyond Uzerche the line descends the gorge of the Vézère.—126½ m. *Vigeois* has an interesting Romanesque church.—136 m. *Allassac* (Hôt. du Cheval-Blanc) is an old town near (1½ m. N.W.) *Saillant*, an especially charming village on the Vézère, where Mirabeau used to stay with his sister, the Marquise de Saillant. —139 m. *Donzenac* has a fine 13th cent. church-tower and some good enamels in its treasury. We cross the Corrèze.

146½ m. (236 km.) **BRIVE** is a busy and prosperous town (20,581 inhab.) in the broad and smiling valley of the Corrèze. Its natural beauty is enhanced by the unusually fine ring of shady boulevards replacing the ramparts which encircled the old town. The prosperity of the place is derived mainly from an extensive trade in fruit and vegetables, especially chestnuts, peas, and truffles; and the manufacture of slippers and other footwear is likewise important.

Hotels. De Bordeaux, Av. de Bordeaux, just off the boulevards, excellent; Terminus, R. 8, L. or D. 8, pens. 22 fr. (with restaurant in the station); de l'Etoile, R. 8, L. or D. 9, pens. 25 fr., two good houses near the station; de l'Industrie, Av. de la Gare, R. 7, L. or D. 8½, pens. 23 fr., a good commercial house; de Toulouse, Rue Toulzac, R. 8, L. or D. 9, pens. 25 fr.; de Montauban, 6 Av. de Toulouse, R. 6, L. or D. 8, pens. 20 fr.

Restaurants at the hotels; also, *Univers*, opposite the Musée; *Cotton*, Boul. de la Sous-Préfecture. Their pâtés de foie gras truffés are noted.

Post Office, Rue de l'Hôtel-de-Ville.—Syndicat d'Initiative, 6 Av. de Paris.

Autocars. Tourist cars in summer (July–Sept.) make circuits of the Gorges of the Dordogne (Thurs.) and the Vézère (Sat.). Fare in each case, 35 fr. 25 c.; seats may be booked (1 fr.) at the Syndicat d'Initiative.

History. The Gaulish *Briva*, of some importance even before the Roman invasion, was evangelised by St. Martial in the 5th century. In the middle ages the town, surnamed 'La Gaillarde,' probably from the courage of its inhabitants, was at continual feud with the seigneurs of Turenne and Malemort, and was the unsuccessful rival of Tulle for the rank of capital of the Lower Limousin. It was the birthplace of Card. Dubois (1656–1723), minister of the Regent Orléans, and of Marshal Brune (1763–1815; comp. p. 103).

The Avenue de la Gare, continued by the Rue de l'Hôtel-de-Ville, leads straight to the central square surrounding the church of ***St-Martin**, an admirable example of 12th cent. Limousin art, with a handsome modern tower. The nave, rebuilt in 1310, is remarkable for its slim pillars and for the arrangement of the aisle-vaults at the same height as that of the nave. The N. aisle contains a 12th cent. font, the choir a wrought-iron lectern of the 13th century. The capitals in the choir and transepts are noteworthy.—In the Rue des Echevins, on the right of the W. porch, is a fine turreted house (16th cent.).

The Rue du Docteur-Massenat, behind the church, leads to the *Musée Rupin*, a rather mediocre collection of paintings and antiquities. At the corner of the Rue Blaise-Raynal, before the musée, is the old *Convent of St. Clare*, with a façade of the 13–15th cent., and to the left is the old *College* (1665), with an imposing colonnade. In the other direction the Rue Blaise-Raynal leads to ***La Labenche**, a charming 16th cent. hôtel, formerly occupied by the Petit Séminaire and now being restored to house the learned societies of the town. The arcaded courtyard is decorated with medallions enclosing busts in high relief, and within may be seen a curious staircase, two remarkable chimney pieces, and other picturesque details.

The Rue Toulzac leads from the church to the Av. de Paris, which ends at the *Pont Cardinal* across the Corrèze.—The Route de Toulouse, S. of the town, leads to (1 m.) the *Grottes de St-Antoine-de-Padoue*, a series of partly artificial caverns to which St. Anthony, then superior of the Franciscan Order in the Limousin, used to resort for prayer in 1226. About 3 m. farther on are the much more extensive *Grottes de Lamouroux*.

From Brive to *Clermont-Ferrand* viâ Tulle, and to *Périgueux*, see p. 278; to *Limoges* viâ St-Yrieix, see p. 284; to *Thiviers*, see p. 334; to *Toulouse* viâ Figeac, see p. 292.

Beyond the second viaduct from Brive we see (l.) the Grottes de Lamouroux (see above).—140½ m. *Noailles* has a 12–13th cent. church and the castle (restored) from which the famous ducal family takes its title.—Beyond (149 m.) *Gignac-Cressensac* we cross a curved viaduct, which may be well seen on the right, and, joining the line from St-Denis (see below), emerge in the Dordogne valley (fine view on the left).—169½ m. (273 km.) **Souillac** (*Grand-Hôt. Moderne*, R. 8, L. or D. 9, pens. 28 fr.; *du Lion-d'Or*), at the junction of the Borrèze with the Dordogne, is remarkable for its **Abbey Church*, a fine example of local 12th cent. art, with an aisleless nave of three domed bays, a barrel-vaulted transept, and an apse with three chapels. A doorway in the nave is remarkable for its realistic sculptures, including a fine statue of Isaiah; on the right is a column well-known for its curious design of intertwined dragons.—For the branch line to *Le Buisson*, see p. 339; to *St-Denis-près-Martel*, see p. 292.

At (172 m.) *Cazoulès* we cross the Dordogne. On the left rises the tower of Mareuil.—175 m. *Lamothe-Fénelon* was a

fief of the Fénelon family.—183 m. (295 km.) **Gourdon** (*Hôt. de la Providence et de l'Ecu-de-France*, R. 7, L. 8, D. 9 fr.), with 2893 inhab., stands on a hill crowned by the church of *St-Pierre* (1304–1415; fine rose-window). On the boulevards surrounding the old town is the 13th cent. *Eglise des Cordeliers*.—Branch line to *Terrasson*, see p. 278.—199 m. *St-Denis-près-Catus*. *Catus*, 2½ m. W., has an 11–14th cent. church. Beyond a tunnel appears (l.) the fine château of Calamane. We descend towards the Lot, enjoying a good view of its valley, and soon cut through the ramparts of Cahors (l.).

208½ m. (336 km.) **CAHORS**, the chief town (10,801 inhab.) of the department of the *Lot* (pron. Lott), and the capital of the old province of *Quercy*, is a most interesting mediæval city, possessing one of the finest ancient bridges in the world. It occupies a peninsula encircled by the Lot, with the crowded old town on the E. divided from the new town by a broad boulevard.

Hotels. Des Ambassadeurs (Pl. a; B 2), 29 Boul. Gambetta, R. 10, L. or D. 10, pens. 28 fr.; de l'Europe (Pl. b; C 2), 12 Rue du Prés.-Wilson, R. 7, L. or D. 8½, pens. 22 fr., under the same management; Terminus (Pl. c; B 1), with the station buffet for restaurant, R. 10, L. or D. 9, pens. 24 fr.; du Midi (Pl. d; C 3), Rue Brives, R. 6, L. or D. 7, pens. 18 fr.; de la Gare et Excelsior, Rue des Chanoines (Pl. B 1, 2).

Post Office (Pl. C 2), 12 Rue du Président-Wilson.—Syndicat d'Initiative at the Hôtel de Ville (Pl. C 3).

History. *Divona*, capital of the Gallic *Cadurci*, was famous in the time of Juvenal for its linen cloth (cadurcum). After the fall of the Empire it was occupied by the Visigoths (471) and later fell under the dominion of the Saracens. The province of Quercy was part of the dowry of Eleanor of Aquitaine, queen of Henry II, and Thomas Becket was appointed governor (1159–60). In the 16th cent. Cahors was a Catholic stronghold and rebelled against Henry of Navarre, who captured and sacked the town in 1580 after a stubborn resistance.

Among famous sons of Cahors are Pope John XXII (Jacques d'Euse, d. 1334), founder in 1331 of a University which rivalled Toulouse until its suppression in 1751; Clément Marot (1495–1544), the poet, exiled to Switzerland as a Protestant; and Léon Gambetta (1838–82), the republican leader.

The *Boulevard Gambetta* (Pl. B 2, 3), originally Les Fossés, a wide thoroughfare running N. and S., separates the old town from the new. Towards its S. end it opens into the Place d'Armes, in which is a fine statue of Gambetta, by Falguière (1884). The Rue du Président-Wilson, just before the Place, leads W. passing (l.) the *Lycée Gambetta* with its 17th cent. brick tower and (No. 9) Gambetta's birthplace. This street ends at the ***Pont Valentré** (Pl. C 1), the magnificent fortified bridge of six arches across the Lot (1308). It has three lofty towers, two with machicolations, and at the bases of its piers are pointed beaks breaking the current of the stream. The impish figure (modern restoration) near the top of the central tower recalls a legend of the devil's intervention during the building. A barbican defends the approach from the left bank. A few minutes along the road to the left is the copious *Fontaine des Chartreux* or *Source de la Divonne*, which provides the town with water.

Returning to the Place d'Armes we turn to the right and reach the river at the *Pont Louis-Philippe* (1838). Hence the Cours Vaxis and the Rue Nationale (Pl. C 3) lead into the old town (quaint houses in the side streets). The Rue Clemenceau (r.) leads to *St-Urcisse* (Pl. C 3), a 12–13th cent. church (curious capitals), whence the Rue St-Urcisse and the Rue de la Chantrerie (courtyard at No. 10) bring us to the ***Cathedral** (Pl. C 3; *St-Etienne*), founded in 1119, altered between 1285 and 1500, and carefully restored in 1908–12. Its most remarkable features are the nave roof, which consists of two round cupolas, whose drums are well seen from outside, and the finely carved N. Portal (c. 1190), a pointed archway covering two arched doorways. The central Christ on the tympanum is surrounded by two rows of reliefs, and the Apostles figure on the lintel. The W. door is a 14th cent. echo of the same motive. We descend to the Nave by 17 steps. The first dome bears a 14th cent. painting of the Apostles; in the 2nd S. chap. is the tomb of Bp. Alain de Solminiac (d. 1659). In the *Choir* are wall-paintings of 1315. Of the three apsidal chapels, that on the right, containing damaged sculptures (15–16th cent.) and paintings (17th cent.), was rebuilt in the 15th cent.; there is a door of the latter date between the two other chapels.

On the S. side is the charming little Cloister (1500; restored 1921–22), with a sculptured pillar at its N.W. corner and a spiral staircase at the N.E. The Gothic *Chapter House*, now a chapel, is on the E. side; a passage on the right admits to a garden whence we may view the Renaissance sculpture of the *Maison des Abbés*.—On the left of the cathedral is the 17th cent. *Préfecture*; on the right the Place du Marché, in which Gambetta's father kept a grocer's shop.

At the back of the cathedral is the Place Champollion, with a fountain (1892) dedicated to Marot (p. 288). The Quai Champollion leads (l.) to the 15th cent. *Maison Henri IV* (Pl. C 3), surrounded by other old houses, and (r.) to the ugly *Pont Neuf* (1907), which replaces a 14th cent. bridge. In the Faubourg de Cabessut, opposite, is the 14–15th cent. church of *Sacré-Cœur*. We ascend from the river by the Rue Pélegri and the steep flight of winding steps called the Rue du Four-Ste-Catherine (No. 13 is the *Collège Pélegri*, founded in 1364, a battered Renaissance building), and then turn to the right to reach the *Château du Roi* (Pl. B 3), the old residence of the Seneschal of Quercy (mainly 14th cent.; no adm.). The old Rue des Soubirous leads on to the Palace of John XXII (Pl. A 3), an unfinished building begun by the great Avignon pope, dominated by a tall square tower. Adjoining is *St-Barthélemy* (14th cent., with an older tower).

From behind the barracks adjoining the Place Thiers we may see the *Porte de Diane* (Pl. A, B 2), an archway from a Roman bath, now surrounded by market-gardens. The Rue de la Barre continues the Boul. Gambetta to the *Barbacane* (Pl. A 3), a 15th cent. town gate, and the *Tour de la Barre*, which overhangs the river. Hence we may follow the 14th cent. *Ramparts* to the left as far as the railway, passing the *Porte-St-Michel*, now the entrance to the cemetery. From a large tower serving as a powder-magazine a path leads to

the station.—The *Musée* (Pl. B 2), in the old bishops' palace, contains interesting Roman remains and a few paintings.

From Cahors to Capdenac, 45 m. (72 km.), railway in c. 2 hrs. (22 fr. 15, 14 fr. 45, 9 fr. 10 c.), ascending the lovely *Valley of the Lot.—2 m. *Cabessut*, a suburb of Cahors.—7 m. *Arcambal*, with a 15th cent. château.—10½ m. *Vers* (Hôt. de la Truite-Dorée) is the station for (5½ m. N.) *Murcens* or *Ville-de-Murs*, the best-preserved Gaulish oppidum in France, with masonry laid as described by Cæsar. 17½ m. *Conduché* lies at the junction of the Lot and the Célé.

An omnibus ascends the latter valley, through striking scenery, viâ (2½ m.) *Cabrerets* (Hôt. des Touristes) and (7½ m.) *Sauliac* to (12½ m.) *Marcilhac* (Hôt. Ortalo; des Touristes). Near Cabrerets, in the valley of the Sagne, is the *Grotte David*, with prehistoric wall-paintings. Marcilhac has a 12th and 15th cent. church with a 9th cent. doorway. We may go on up the valley viâ (6½ m.) *Espagnac*, and its priory church (13–17th cent.) to (19 m.) *Figeac* (p. 294).

The railway passes (19½ m.) *St-Cirq-Lapopie* (Hôt. des Touristes), an old village in a commanding position above the Lot, and the huge castle of *Cénevières* (13–16th cent.).—Beyond (25 m.) *Calvignac*, another rock-perched village, we reach the decayed town of (29 m.) *Cajarc* (Hôt. des Voyageurs), with a circular boulevard recalling its ramparts destroyed by Louis XIII.—Beside the station of (36 m.) *Toirac* is a fortified 12th cent. church.—45 m. *Capdenac*, see p. 294.

From Cahors to Monsempron-Libos, 32½ m. (52 km.), railway in 1½ hr. (16 fr., 10 fr. 45, 6 fr. 60 c.), an equally charming reach of the Lot valley.—At (5½ m.) *Mercuès* is a 13th cent. castle, the property of the bishops of Cahors. Both sides of the river are lined with feudal strongholds, some still habitable.—12 m. *Luzech* (Hôt. Beau-Rivage; Cavalié) stands on the neck of a meander of the Lot. It has interesting churches, and to the N. are the ruins of *L'Impernal*, a Roman oppidum.—16 m. *Castelfranc*, a 13th cent. 'bastide' (comp. p. 309).—20½ m. *Puy-l'Evêque* (Hôt. Moderne), with the keep of a castle of the bishops of Cahors (13th cent.).—28½ m. *Fumel* (Hôt. de la Poste) is 5 m. S. of the *Castle of *Bonaguil* (1450–80), one of the finest ruined strongholds in the South of France, and one of the first built to resist cannon.—32¼ m. *Monsempron-Libos*, see p. 339.

Leaving Cahors we catch a glimpse (r.) of the Pont Valentré and then cross the Lot.—219 m. *Lalbenque*, 10½ m. N.E. of *Castelnau-de-Montratier* (motor omnibus, 2½ fr.), which has a quaint arcaded 'Grand' Place.'—224 m. *Montpezat-de-Quercy* (Hôt. de l'Europe) has a fine collegiate church (1334) containing 16th cent. Flemish tapestries, illustrating the legend of St. Martin, and an unusually rich treasury.—232½ m. *Caussade* (Hôt. Larroque) has a fine 15th cent. belfry.

A light railway runs N.E., viâ the 'bastide' of (4½ m.) *Septfonds*, to (13½ m.) *Caylus* (Hôt. du Pont-d'Or), where the Grande-Rue is lined with 14–15th cent. houses. The church and ruined castle likewise date from the 14th century.

237 m. *Réalville*. We cross the Aveyron and the Tarn.

247½ m. (399 km.) **MONTAUBAN**, the chief town (19,200 inhab.) of the department of the *Tarn-et-Garonne*, stands on the E. bank of the Tarn on a raised terrace between two tributary streams. Its old red-brick buildings are a foretaste of the architecture of Toulouse.

Railway Stations. *Villebourbon* (Buffet; Pl. A 3), for all main-line services.—*Villenouvelle* (Pl. E 1), on the line to Lexos.—*Tramway Station* (Pl. B 3) for Molières and Bourret.

Hotels. Grand-Hôt. du Midi (Pl. a; D 3), Place d'Armes, R. 8, L. or D. 12 fr.; Terminus (Pl. c; B 3), opposite the Villebourbon station; Grand-Hôt. de France (Pl. b; C 2), Rue Mary-Lafon, R. 8, L. or D. 9, pens. 26 fr.; du Commerce (Pl. d; C 3), Place d'Armes; des Quatre-Saisons (Pl. e; D 2), Rue Bessières.

Post Office (Pl. D 2), in the market-hall.—Syndicat d'Initiative, 19 Rue d'Elie (Pl. C 2).

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History. Montauban owes its origin and its name to the union of the bastide of *Mautauban* (founded 1144) with the settlement which had sprung up around the abbey of *Montauriol* (c. 820). It was one of the chief sufferers in the Albigensian persecutions, and in the 16th cent. was a stronghold of Protestantism, being established in 1570 by the treaty of St-Germain as one of the four cities allotted to the Huguenots for freedom of worship. It withstood a siege by Albert de Luynes in 1621 and surrendered voluntarily in 1629 to Richelieu after the fall of La Rochelle; but, despite the infliction on the Protestant inhabitants of the iniquitous 'dragonnades,' when troops were billeted on them with instructions to behave with the utmost brutality, a large proportion of the inhabitants remained staunch supporters of Reform. The most famous native of Montauban is Jean-Auguste Ingres (1780–1867), the master-draughtsman.

From the station, on the left bank of the Tarn, the Avenue Mayenne and the Faubourg Gasseras lead to the fine BRIDGE of seven arches across the Tarn, built in 1303–16. On the left stands the *Bourse*, on the right a large brick building of 1659, preserving considerable remains of a 14th cent. episcopal castle and now occupied by the ***Musée Ingres** (Pl. C 3; adm. 50 c., 9–11 and 1–4; free on Sun. and Thurs., 2–4), notable for its collection of drawings by Ingres, bequeathed by the artist to his native town.

On the first floor are the SALLE MORTARIEU (r.), with the Dream of Ossian, by *Ingres* and a portrait by *Mignard;* and the GRANDE SALLE, with the Disputation in the Temple, a typical work by *Ingres*, Silenus and the Horæ, and Faunus, by *Jordaens*, and a Savoyard, by *Greuze*. On the left is the CHAPEL, a relic of the time when the building was the bishops' palace, containing portraits of 'Daniel Lesueur' by *Alfred Roll* and *Chabas; Forain*, Aventure d'amour; *Boilly*, Baron Lepelletier; and *Brangwyn*, The old bridge, Building the new bridge. Opening off the Grande Salle is the MUSÉE D'INGRES proper. The principal room reproduces the painter's Paris drawing-room, with his furniture and family portraits, including an excellent portrait of his father, a sculptor at Montauban. On the easel is an unfinished painting. On the walls, *Veronese*, Woman's head; *Holbein* (?), Portrait of a monk; *Ingres*, Ruggiero delivering Angelica (Orlando Furioso), Madonna, after Raphael, Portrait of Belvèze, etc. The sculptures on the mantelpiece are by the elder Ingres. In the other rooms are 1500 *Drawings by *Ingres*, classified chronologically; a portrait of Molière, by *Seb. Bourdon;* an antique statue of Eros drawing his bow; and other works of art. The collection of drawings is continued on the 2nd floor.—In the BASEMENT are four vaulted rooms, one of the 14th cent., containing collections of Decorative Art and Archæology.

Between the museum and the Hôtel de Ville is a fine 18th cent. porte-cochère, and at the other end of the little garden facing the museum is the church of **St-Jacques** (Pl. C 2), a brick building of the 14–15th cent. in the Gothic style of Toulouse, with a fine octagonal tower. On the right in the Rue de la République is the 15th cent. *Maison de Bar* (No. 45). The *PLACE NATIONALE, behind the church, is an admirable square surrounded by a double brick arcade with a 17th cent. gateway at each corner. On the other side of the Rue de la République is the *Cathedral* (Pl. D 3), an uninspired classical building containing (in the sacristy) a good painting by Ingres, the Vow of Louis XIII. From behind the cathedral the Allées de Mortarieu, a pleasant promenade, lead to the *Jardin Public* (Pl. C 3), laid out on both sides of the Tescou. At the end of the Allées des Carmes, to the right, is a monument to Ingres, by Etex.

Tramways ply from Montauban to (22 m.) *Molières* viâ (6 m.) *Villemade* at the mouth of the Aveyron, and the 13th cent. bastide of (10½ m.) *Lafrançaise;* and to (12 m.) *Bourret* viâ (8½ m.) *Montech*, with a good 14th cent. church. This line is to be extended to (18½ m.) *Verdun-sur-Garonne*. Another line under construction leads to (14½ m.) *Montclar-de-Quercy*.

From Montauban to *Bordeaux*, see p. 358; to *Castres* and *Bédarieux* (Montpellier), see p. 304; to *Lexos*, see p. 295.

Beyond Montauban the line runs alongside the Garonne canal.—262½ m. *Grisolles* has a 13th cent. church door.—265½ m. *Castelnau-d'Estretefonds* was the scene of the crossing of the Garonne by Wellington's army the day before the Battle of Toulouse (Apr. 9th, 1814).—269½ m. *St-Jory* is noted for its violets.—279½ m. (450 km.) **Toulouse**, see p. 358.

B. Viâ Figeac

Railway from Châteauroux, 301 m. (485 km.) in 11–11½ hrs. From *Paris* (Gare d'Orsay), 467 m. (752 km.) in 15½–15¾ hrs. Fares as viâ Cahors (see p. 279). The trains stop at nearly every station between Brive and Toulouse.

Road, 440½ m. (709 km.). To (262 m., 422 km.) *Uzerche*, see p. 279.—280 m. (450 km.) **Tulle** (p. 277).—306 m. (493 km.) *Beaulieu* (p. 266).—316 m. (509 km.) *St-Céré* (p. 266).—331½ m. (534 km.) *Le Bourg*.—343½ m. (553 km.) **Figeac** (p. 294).

365 m. (588 km.) *Villefranche-de-Rouergue* (p. 295).—392½ m. (632 km.) *Cordes* (p. 296).—406 m. (656 km.) *Gaillac* (p. 296).—418 m. (674 km.) *Rabastens* (p. 296). 440½ m. (709 km.) **Toulouse** (p. 358).

From Châteauroux (Paris) to (146½ m., 236 km.) *Brive*, see p. 279. The line diverges to the left from the Cahors line and traverses two tunnels, of which the second, the Tunnel de Montplaisir, is one of the longest in France (1 m. 640 yds.). On the right rises the hill of Turenne.—155½ m. *Turenne* (Hôt. Maurand; Bort) is a mediæval-looking town built in the shadow of the ruined stronghold of the seigneurs of Turenne, most famous of whom was Henri de la Tour d'Auvergne, the 'Grand Turenne' (1611–75), first the ally and then the opponent of the 'Grand Condé.' The castle possesses two keeps: the 13th cent. *Tour de César* and the 14th cent. *Tour du Trésor*.

Nazareth, 2½ m. N. on the Brive road, was founded and named by Raymond I of Turenne on his return from the First Crusade: it preserves remains of a commandery of the Templars and of a lazar-house, both of that period.

The tramway from Turenne to (12 m.) *Le Bosplos* (p. 278) passes (5 m.) *Collonges*, a red sandstone village with a fortified Romanesque church notable for its *Tympanum (W. door) and its belfry, one of the oldest in the Limousin. Two of the rampart-gates survive.—6½ m. *Meyssac* is another red sandstone village with an old church and mairie.

We traverse a country of ruined castles.—163 m. (263 km.) **St-Denis-près-Martel** (*Buffet; Hôt. Terminus*) stands above the junction of the Tourmente with the Dordogne. To the E. rises the *Puy d'Issolud* (1020 ft.), a plateau 2¾ m. round, the most probable site (comp. p. 285) of *Uxellodunum*, the last stronghold of the Gauls after the fall of Alesia. It fell to Cæsar in 59 B.C. only after he had diverted the water-supply from the besieged.

From St-Denis to Souillac, 12 m. (19 km.), railway in ¾ hr. (6 fr. 75, 4 fr. 40, 2 fr. 80 c.). The line approaches the Dordogne, affording a lovely view, and

A
B
Caserne de Cavalerie
Ecole Normale Archives
R.N.127
Avenue de Bordeaux
PROMENADE DU COURS
Cimetière Protest.
Cahors Lafrançaise Bordx
Molières
Agen Verdun
2
3
4
Caserne du Train des Equipages
Molières
Chemin de Halage du Bac
Rue du Bac
Rue Gamot
Rue Caussat
Rive
Faubourg
Faubourg
Gasseras
Temple Protest. des Augustins
Pl. de la Laque
Ville Bourbon
Rue du Génie
Ecoles
Av. Mayenne
Rue Jean Jaurès
Rue de Villebourbon
N
GARE
Gare des Chins de fer départementaux
Av. de Chamié
Caserne d'Infrie
Faubourg Toulousain
Faubourg Sapiacou
TARN
MONTAUBAN
Mètres
0 100 200 300
Scale of Yards
0 100 200 300
Toulouse R.N.20
A
Toulouse
St Sulpice (Tarn)
Ville
L. Hermann del.

Molières
Caussade / Cahors
Casernes
Paris
R.N.20
GARE
Caserne d'Infie
Avenue de Pompone
Rue de l'Egalité
Faubourg Léon Cladel
Rue St Jean de Ecoles
Rue Ingres
Rue Camille Delthil
Boulevard Lagarrigue
St Antonin, Lexos
Ville - Nouvelle
Rue Emile Pouvillon
Bd Alsace-Lorraine
St Joseph
ESPLANADE PRAX-PARIS
Poste Telegr.
Place Lagarrigue
Rue Carnot
Chin de Lalande
Bd Gustave Garrisson
Rue Bessières
Rue Louis Lucas
Rue de la Banque
Rue des Dorcurs
Préfecture
Cathédrale
Faubg de la Chapelle
Lycée (Filles)
Rue Montauriol
Monclar-de-Quercy
JARDIN PUBLIC
Faubourg du Moustier
Rue du Moustier
LYCÉE (Garçons)
Boulevard
Chemin de l'Abbaye
Chapelle
Ecole Normale (Garçons)
R.N.99
CHÂTEAU (Evêché)
Monclar D
Gaillac, Albi E

then turns N.W.—3¾ m. **Martel** (*Hôt. du Lion-d'Or ; de l'Union*) has a fine 15th cent. *Church* with a 12th cent. doorway and a fortified apse. The 14th cent. **Hôtel de Ville*, called La Raymondie in honour of Raymond III of Toulouse, contains interesting chimneypieces and other carving, and near by is the house (rebuilt in the 14th cent.) where Henry Plantagenet, eldest son of Henry II, died in 1183. In the square is a curious old *Market Hall*.—The railway goes on across the Causse de Martel, the principal centre of cultivation of the famous Perigord truffles, to (12 m.) *Souillac* (see p. 287).

The Road from St-Denis to Souillac down the **Valley of the Dordogne* (18 m.) passes through delightful country and affords access to (3¾ m.) *Gluges*, with its semi-subterranean church (12th cent.), and (14½ m.) *Lacave*, noted for its curious caverns (1½ hr. with guide; 7 fr.).

From St-Denis to *Aurillac*, see p. 266.

The railway crosses the Tourmente and the Dordogne and curves round the side of the *Cirque de Montvalent*, one of the loveliest spots in the Dordogne valley; the imposing castle of Mirandol dominates the right bank.—Beyond (168 m.) *Montvalent* we ascend the arid *Causse de Gramat*, a typical limestone plateau (comp. p. 247), riddled with pot-holes.—175 m. (282 km.) **Rocamadour** (*Hôt. des Voyageurs*, R. 8, L. or D. 10, pens. 23 fr.; *de France*, at the station), 3 m. E. of the village (*Hôt. du Lion-d'Or et Vitrac ; Notre-Dame*, R. 8, L. or D. 10, pens. 25 fr.; *Sainte-Marie*, R. 8, L. or D. 9 fr.). Motor omnibus from the station in 20 min. (2 fr.).

The foundation of Rocamadour is attributed to the publican Zacchæus who, with his wife Veronica, landed at Soulac on the Gironde (p. 330) and afterwards, taking the name of Amadour, established an oratory on this site. The chief pilgrimage to the oratory takes place on Sept. 7–15th.

The road from the station passes *L'Hospitalet*, with the remains of a 13th cent. hospice for pilgrims and a fortified gateway. Rocamadour itself, standing on an abrupt cliff overlooking the Alzou valley, preserves five more gateways and numerous old houses. The *Great Staircase* leading to the sanctuaries passes beneath the fortified *Palace of the Bishops of Tulle* and reaches the sacred enclosure, or *Parvis*, between the Magasin de Marie (l.) and a reception hall for pilgrims. On the right are three chapels and the *Crypte de St-Amadour* (1160), beneath the **Basilica of St-Sauveur**, of the same date. The basilica contains the Gothic tomb of Bp. Latour of Tulle (partly hidden by the wooden galleries) and paintings and inscriptions referring to distinguished pilgrims. From the courtyard a flight of steps ascends to the *Chapelle de la Vierge*, built in 1475 but almost entirely renewed. On the entrance wall are remains of a fresco representing the Three Dead Men and the Three Live Men, after a famous mediæval 'lai.' On the little esplanade are the Tomb of St-Amadour, a facsimile of Roland's sword Durandal, a statue of St. Dominic, etc. A corridor leads to another little terrace affording access to the Couvent à Marie and to the *Chapelle St-Michel*, hewn in the rock, with 13th cent. wall-paintings.

From the courtyard of the Parvis a tunnel and a winding Chemin de Croix lead to the *Castle* (adm. 1 fr.; view), restored in the 14th cent. style.

Motor coaches in summer (fare in each case 35 fr. 25 c.) ply from Rocamadour station to Lacave (see above), going on thence, on Mon., Wed., and Fri. to Martel and Souillac; on Tues., Thurs., and Sat. to Padirac, Autoire, and Montvalent; on Fri. to Gramat, the Grotte de Presque, St-Céré, and Loubressac. Seats may be booked (1 fr.) at the omnibus office in the town, or at the station.

From Rocamadour Station to Padirac, 8 m., motor coach in 40 min. (8 fr. return).—1¾ m. *Alvignac* (Hôt. de la Source; Branche-Lescure, R. 6, D. 10, pens. 23 fr.; etc.), a small spa.—6 m. *Padirac* village (small inns).—8 m. The **Puits de Padirac** (*Restaurant Bizat; Crouzat ; Bel*) is a remarkable subterranean river, first explored in 1889 and now accessible by staircases, paths, etc., and lit by electricity (adm. hourly 7 to 5; 8 fr.; the visit occupies 1½ hr.).

From Padirac village we may go on to (13 m.) the *Gorge d'Autoire*, a terrific chasm in the causse, and to (18½ m.) *St-Céré* (p. 294).

Other excursions may be made from Rocamadour among the various pot-holes or 'igues' of the Causse de Gramat, mostly on the farther side of the deep gorge of the Alzou; to the *Goufre de Cabouy* and the *Goufre de St-Sauveur* (3 hrs. on foot there and back), to the S.W., both sources of the Ouysse, an affluent of the Alzou; to the *Saut de la Pucelle* and the *Igue de Biau* (4 hrs. there and back), viâ L'Hospitalet and the Gramat road, crossing the Alzou at the *Moulin du Saut*, returning viâ *St-Cyr-d'Alzou*, a Gaulish (?) camp overlooking the river; to the *Goufre de Réveillon* and the *Goufre de Roque-de-Corn*, 15 min. and 1 hr. N.E. of the station; etc.

The railway passes (l.) the Château de Roumegouse (rebuilt) and crosses the Alzou.—180 m. *Gramat* (Hôt. de Bordeaux) is the station for (15 m. S.W.; motor omnibus) *Labastide-Murat*, the birthplace of Joachim Murat (1767–1815), king of Naples, in the wildest part of the Causse de Gramat. The road from Gramat to (12½ m.) St-Céré (p. 266) passes the *Grotte de Presque* (adm. 5 fr.; electric light), a remarkable stalactite cavern.—190½ m. *Assier* has a ruined Renaissance *Castle and a church (1545), both built by Galliot de Genouillac, Grand Master of Artillery to Francis I. His exploits are depicted on the exterior frieze of the church. We descend into the Célé valley, crossing the river just before (202½ m., 326 km.) **Figeac** (*Hôt. des Voyageurs; de l'Europe; Terminus*, R. 7, L. or D. 8½, pens. 21 fr.), a quaint old town (4395 inhab.) of narrow lanes, rich in houses of the 13–14th centuries. It was the birthplace of Jean-François Champollion (1790–1832), the first in modern times to decipher hieroglyphics. The church of *St-Sauveur*, on the bank of the Célé, has a modern front, but otherwise dates from the 12–14th centuries. The font and several of the stoups are of the 12th cent., and the triforium (S. side only) is of the 13th century. We follow the Rue Gambetta from the bridge; in the lanes on the left are some good Gothic houses, notably (2nd on the left) the former *Hôtel de la Monnaie* (restored). At the top of the hill stands NOTRE-DAME-DU-PUY, a church mainly of the 12th cent., with a broad nave consisting of the original nave and inner aisles which were made into one in the 14th cent., when the square ambulatory was likewise rebuilt. The front is of the early 16th cent., and the tower is modern.

From Figeac to *Cahors* by the valley of the Célé, see p. 290; to *Aurillac*, see p. 266.

The railway tunnels through the narrow ridge between the Célé and the Lot, and crosses the latter river.—205 m. (331 km.) **Capdenac** (*Buffet; Hôt. Moderne*, noted for foie gras truffé) is made up of the modern settlement of *Capdenac-Gare* (3590 inhab.), and the old village beyond the Lot, which preserves remains of ramparts (13–14th cent.) and a castle which belonged to Sully.

FROM CAPDENAC TO RODEZ, 41½ m. (67 km.), railway in 2¼–2½ hrs. (20 fr. 60, 13 fr. 45, 8 fr. 50 c.). The line ascends the Lot as far as (8 m.) *Penchot*, where it turns S. up the Rieu-Mort.—10 m. *Viviez* is the junction for (2½ m.) **Decazeville** (*Hôt. de la Poste*), an industrial town (11,492 inhab.) which has sprung up round

the foundries established by the Duc Decazes in 1830 in the Aveyron coalfield. A motor omnibus (6 fr.) plies hence to (16 m. E.) *Conques* (p. 299). The branch line ends at (3¾ m.) *Fontvergne*, but a goods-line goes on to Marcillac (see below).—The Rodez railway ascends the Enne valley.—12½ m. *Aubin* (5456 inhab.; Hôt. du Cheval-Noir), where the surface-coal has been mined since the 9th cent. at least, has a curious 12–15th cent. church.—13½ m. *Cransac* (Hôt. des Voyageurs; de l'Etablissement) is another colliery town (4567 inhab.), with a mineral spring. We leave the coalfield and ascend the valley of the Ady.—27 m. *Marcillac* has a 14–15th cent. church and some old houses.—35½ m. *Salles-la-Source* takes its name from a copious spring which tumbles in cascades (well seen from the railway) into a rocky amphitheatre. We ascend on to the monotonous Causse de Rodez.—41½ m. *Rodez*, see p. 297.

From Capdenac a badly-kept but picturesque road ascends the valley of the Lot to (36½ m.) *Entraygues* (p. 266), passing near (28 m.) *Conques* (p. 299).—From Capdenac to *Cahors*, see p. 290.

The Toulouse railway ascends the Diège valley.—211 m. *Naussac* is the station for the decayed town of *Peyrusse* (2½ m. S.E.), which has a ruined collegiate church (15th cent.), the ramparts (c. 1300).—218 m. *Villeneuve-d'Aveyron* has a church with a Romanesque apse at one end and a Gothic apse at the other. We descend towards the Alzou, which we cross several times, and reach the Aveyron valley at (224 m., 361 km.) **Villefranche-de-Rouergue** (*Hôt. Moderne*, L. or D. 9 fr.; *de France*), a typical bastide (see p. 309; 5889 inhab.), founded in 1252 by Alphonse de Poitiers, Count of Toulouse. On the E. side of the central square, which is bordered by arcades, is the church of *Notre-Dame*, begun in 1250 and finished in 1581. The Rue de la Peyrade, crossing the railway, leads to the *Hospice*, which occupies the buildings (15–16th cent.) of a Carthusian monastery, including a large and a *Small Cloister, the refectory, and an oratory.—The railway descends the valley of the winding Aveyron, crossing the river many times.—234½ m. *Najac* stands on a bold cliff ending in a ruined *Castle built in 1110 and restored in 1252. The 13th cent. church is remarkable for the stone shutters of its windows (unique at so late a date) pierced with quatrefoils.—241 m. *Laguépie* is at the confluence of the Aveyron and the Viaur. The Aveyron valley widens and on the left appears the 12th cent. church of *Varen*.—245½ m. *Lexos* (Buffet; Hôt. Terminus).

From Lexos to Montauban, 41½ m. (67 km.), railway in 2 hrs. (20 fr. 60, 13 fr. 45, 8 fr. 50 c.), descending the Aveyron valley.—8½ m. *St-Antonin* (Hôt. des Thermes) is notable for its old *Town Hall (originally a private house), known as 'Le Monument,' a valuable example of 12th cent. domestic architecture, restored by Viollet-le-Duc. The figures of Solomon and of Adam and Eve, on the first floor, are very skilfully carved.—17 m. *Penne-du-Tarn* is an old fortified village with considerable remains of its castle (13–14th cent.), which stands on the edge of a precipitous cliff.—21 m. *Bruniquel* is another old village dominated by a castle (12–13th cent.).—At (25 m.) *Montricoux* we quit the Aveyron.—29 m. *Nègrepelisse*.—38 m. *Montauban-Villenouvelle*.—41½ m. *Montauban* (Villebourbon), see p. 290.

Quitting Lexos, the railway crosses the Aveyron and ascends the side-valley of the Cérou.—252½ m. *Vindrac* (Buffet-Hôtel) is the station for (4 m. E., omnibus in ½ hr.,

1 fr.) **Cordes** (*Hôt. du Nord ; Marty*), the most interesting of the 13th cent. bastides of Languedoc.

Founded in 1222 by Raymond VII of Toulouse, and named *Cordua* after the Spanish city Cordova, the quaint old town stands on the summit of a conical hill which is riddled with excavations used as grain-stores in times of siege.—The road into the town ascends, passing through the gateways of the three lines of ramparts (of which the innermost has practically disappeared). The Rue Droite, traversing the whole length of the town, is lined with the best of the old houses (14th cent.), of which the so-called *Maison du Grand-Fauconnier* is now occupied by the Town Hall and contains the iron-bound book inscribed with the laws of the town (apply to the secretary).

A railway under construction will unite Vindrac with (16 m.) *Carmaux* (p. 299) viâ Cordes and (12 m.) *Monestiés*, a village with a church of 1550 and a hospital chapel (rebuilt) containing a remarkable Holy Sepulchre of 1490 with eleven life-size figures.

At (260½ m.) *Cahuzac-sur-Vère* we cross the Vère.—From (265 m.) *Tessonnières* (Buffet) a branch line runs to (10½ m.) *Albi* (p. 299) via (4 m.) *Labastide-de-Lévis*.—267½ m. (431 km.) **Gaillac** (*Hôt. du Commerce*, R. 7, L. or D. 9, pens. 23 fr.; *de France*, L. or D. 8 fr.) is an old red-brick town (5132 inhab.) on the right bank of the Tarn, noted for its sparkling white wine. The church of *St-Pierre*, in the centre of the town, dates from the 13th cent.; that of *St-Michel*, by the bridge, has a Romanesque choir and a nave of 1275, badly disfigured in the 19th century. Both have fortified towers. In the Rue Solférino, reached by a lane (l.) from the old market square, are the *Maison Yversen*, with a 16th cent. door, and the *Tour Palmata*, a brick tower with marble colonnettes. On the other side of the square is the fortified 15th cent. *Maison de Pierre de Brens*.

273 m. *Lisle-sur-Tarn*, a 12th cent. bastide, has an arcaded square and a fine 14th cent. church.—278 m. *Rabastens* (Hôt. Pongis), a typical brick-built town on the Tarn, has a notable church, *Notre-Dame-du-Bourg, of the 13–14th cent., with a colossal fortress-tower, a good portal, and 14–15th cent. wall-paintings, interesting in subject but poorly executed.—At (282 m.) *St-Sulpice-du-Tarn* (Buffet), on the Agout, we cross the Montauban–Castres railway (p. 304). The 14th cent. church, with a turreted façade, collapsed in 1884 and has been injudiciously restored.—We quit the Tarn valley and ascend to (288½ m.) *Montastruc-la-Conseillère*, beyond which we cross the Girou.—Beyond (296 m.) *Montrabé* we see the obelisk (l.) commemorating the battle of Toulouse (p. 360), —301 m. (485 km.) **Toulouse**, see p. 358.

39. FROM SÉVÉRAC-LE-CHÂTEAU TO RODEZ, ALBI, AND CASTELNAUDARY

Railway, 143 m. (230 km.) in c. 10 hrs.; no through trains: carriages are changed at Rodez and Carmaux and sometimes at Castres.—To *Rodez*, 28 m. (45 km.) in 1¾ hr. (13 fr. 85, 9 fr. 5, 5 fr. 70 c.); to *Albi*, 79 m. (127 km. in 5 hrs.; 39 fr. 5, 25 fr. 50, 15 fr. 10 c.).

Road (to Carcassonne, 150 m., 242 km.). To *Sévérac*, see p. 268.—30½ m. (49 km.) **Rodez** (see below).—43 m. (69 km.) *Carcenac* (p. 299).—51½ m. (83 km.) *Camjac*.—67½ m. (109 km.) *Carmaux* (p. 299; viâ Tanus).—76½ m. (123 km.) **Albi** (p. 299).—88 m. (142 km.) *Réalmont* (p. 302).—102½ m. (165 km.) **Castres** (p. 302).—113½ m. (183 km.) *Mazamet* (p. 304).—150 m. (242 km.) **Carcassonne** (p. 368).

Sévérac-le-Château, see p. 271. The Rodez railway diverges from the line to Béziers and passes several unimportant stations.—13½ m. *Laissac*.—17 m. *Bertholène* is the junction for (14¼ m. N.) Espalion (see p. 298). *Montrozier*, 2 m. N.W., has an imposing 14th cent. castle. We cross the Aveyron three times.

28 m. (45 km.) **RODEZ** (2077 ft.), the chief town (13,076 inhab.) of the department of the *Aveyron* and capital of the old district of *Rouergue*, stands on a conspicuous hill over 1 m. S. of the station (motor omnibus, 1 fr.), between the Aveyron and the Auterne. Its winter climate is very severe.

Hotels. Broussy (Pl. a; A 2), Av. Victor-Hugo, R. 10, L. or D. 12 fr.; Biney-Lacombe (Pl. b; A 2), Av. Gambetta, R. 8, L. or D. 10, pens. 25 fr., well spoken of; Dauty, Place d'Armes; d'Armagnac, Place du Bourg; Cheval-Noir, Av. Gambetta

Post Office (Pl. A 2), Place d'Armes.

—Syndicat d'Initiative, *Librairie Carrère*, Place de la Cité (Pl. B 2).

History. *Segodunum*, capital of a tribe of Gauls allied with the Arverni, was colonised as *Ruthena* by the Romans. Its mediæval history was one long struggle between the bishops of Rodez and the counts of Rouergue, and the rival factions went so far as to build a double wall between the episcopal *Cité* and the feudal *Bourg*, whose names survive in the two old squares of the town. Rodez remained staunchly orthodox throughout the religious wars of the 13th and 16th centuries. It was held by the English in 1360–68, but the inhabitants drove out the invaders unaided, and soon afterward expelled Bp. Bertrand de Cardaillac, who, as ex-chancellor to the Black Prince, was suspected of anglophile tendencies. The sculptor Denys Puech (b. 1854) is a native of Rodez.

The long shadeless approach from the station passes the modern Romanesque church of the *Sacré-Cœur* and ends at the Place d'Armes (Pl. A 2), the most animated square in Rodez, with the chief hotels and cafés. On the right is the Avenue Victor-Hugo leading to the *Public Garden* (Pl. A 2, 3); on the left the ***Cathedral** (Pl. A 2; *Notre Dame*), a most imposing church begun in 1277 in the Northern Gothic style and continued in a leisurely way, without much change of style, until 1562, when the W. gable was completed.

The magnificent N.E. *Tower (285 ft. high), the jewel of the Rouergue, is one of the finest Gothic structures in France. Its plain lower stories are of the late 14th cent., but the three octagonal upper tiers (1510–26), built under Bp. François d'Estaing by the architect Salvaing, are decorated with the full elaboration of 16th cent. Gothic art. The four main sides are lighted by large windows; the other sides end in turrets bearing statues of the Evangelists who surround the central Madonna. The W. front, with a Flamboyant rose-window, bears a Renaissance gable.

The plain but impressive **Interior** (350 ft. long, 118 ft. wide) is notable for its quatrefoil-shaped pillars with ring capitals. We enter the N. transept beneath a huge organ-loft (1628). Across the Nave extends a heavy 16th cent. gallery. The 3rd chapel of the S. aisle contains a painted stone Entombment and is closed by a 15th cent. stone grille. In the S.

transept is the profusely decorated rood-screen, by Bertrand de Chalençon (c. 1500), removed from the choir in 1872. The choir-stalls, by André Sulpice, date from 1480. AMBULATORY. Against the choir-screen are two marble sarcophagi of bishops (5–6th cent.). 5th chap. (from the S.), Renaissance doorway, perhaps by Nicolas Bachelier of Toulouse; 7th chap., Tomb of Jean de Via (14th cent.); 8th chap. Tomb of Bp. Gilbert de Cantobre (d. 1349), above which is a 10th cent. *Altar-table; 9th chap. Tomb of Bp. Raymond d'Aigrefeuille (d. 1361); from the 11th chap. we may ascend the tower (10–12, 2–6; Sun. 1–3); 14th chap., Statue of the Virgin (? 14th cent.); 15th chap. Tombs of Card. Bourret (d. 1897), by Puech, and of Gaillard de Cardaillac (d. 1359).

The streets near the cathedral contain several Renaissance houses; the *Bishops' Palace*, on the left, dates from the 15th and 17th centuries. The best of the old houses survive in the PLACE DU BOURG (Pl. B 3), where the *Hôtel d'Armagnac* (Pl. A 3), built in the François-Premier style on the site of the castle of the counts, is especially noteworthy; one Romanesque pillar of the old castle remains on the ground floor. A little S. is the church of *St-Amans* (Pl. A, B 3), whose 18th cent. exterior conceals an 11th cent nave. Seven tapestries depicting the life of the saint are exposed in the modern choir.

A walk round the Boulevards is worth while for the sake of the extensive and varied *Views which may be obtained of the Aveyron valley. On the E. side is the *Musée Denys-Puech* (Pl. B 3), containing works by that sculptor (p. 297), and at the N. end is a statue by Puech of Alexis Monteil (1769–1850), the historian, a native of Rodez.

FROM RODEZ TO ESPALION, 21 m. (34 km.), railway in c. 3 hrs. (9 fr. 85, 6 fr. 45, 4 fr. 5 c.).—To (11 m.) *Bertholène*, where we change trains, see p. 297.—18½ m. *Bozouls* is a curious village built on both edges of the deep gorge of the Dourdou; the interesting Romanesque church stands on a little promontory on the right bank.—21 m. (34 km.) **Espalion** (2496 inhab.; *Hôt. Moderne*, R. 7, D. 10, pens. 20 fr.; *de France*) stands on the Lot at the crossing of the main road from Rodez to Aurillac, overlooked by the ruined castle of *Calmont-d'Olt* (12–14th cent.). It preserves a 13th cent. bridge (closed to motor traffic) and an old 15th cent. church, restored as a market-hall. The former parish church, or *Chapelle St-Hilarion*, ¼ m. E. of the station (key at the Hôtel de Ville or with the sacristan of the new church), was built in the 12th cent. on the spot where St. Hilarion was beheaded by the Saracens in the 9th century. The rude relief over the doorway, inspired by that of Conques, and the row of grotesque carvings outside the apse are noteworthy.

From Espalion an attractive road leads down the Lot valley to (17 m.) *Entraygues* (p. 266), viâ (6½ m.) *Estaing*, with its huge 15–16th cent. castle. Another road, crossing the Viadène plateau and the Monts d'Aubrac (p. 270), runs to (34 m.) *Chaudesaigues* (p. 270), viâ (15 m.) *Laguiole*, which has a 16th cent. church with older details, and an old market-cross.

FROM RODEZ TO CONQUES, 23 m. (37 km.) by road. Leaving Rodez by the Faubourg St-Eloi, we cross the Albi railway and (5½ m.) the Decazeville railway at Salles-la-Source station.—7½ m. *Salles-la-Source* (p. 295).—9½ m. *Pont-les-Bains*, a small sulphur-water spa.—12 m. *Marcillac* (p. 295). We cross the Dourdou below the picturesque ruins of the Château de Belcaire.—Beyond (18½ m.) *St-Cyprien* the Dourdou valley suddenly narrows, opening out farther

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down to meet the ravine of the Louche, above which Conques appears on its hill. Leaving on the left an old bridge and on the right the steep Chemin de Charlemagne, which enters Conques by the 12th cent. Porte du Barri, we make a wide curve to the right.—23 m. (37 km.) **Conques** (*Hôt. Ste-Foy*, a modest inn; motor omnibus to Decazeville, p. 294), now a tumbledown old village, was the seat of one of the most powerful abbeys of France, founded by Dado in the 8th century. Besides the abbey church it preserves three of its old gates (12th cent.) and some 14th cent. houses. The church of **Sainte-Foy, built in 1035–60 by Abbot Odolric, is the most important Romanesque building in Languedoc after St-Sernin at Toulouse. Perhaps its most notable feature is the **Tympanum* of the W. door, a vivid representation of the Last Judgment. Dado, Odolric, and Charlemagne figure among the elect, and St. Faith is blessed by the hand of God. The composition bears considerable traces of polychrome painting. The central *Tower*, rebuilt in the 14th cent. in the original style, and the niches with the sarcophagi of abbots are other interesting features of the outside. The lofty nave is lit through a triforium of twin arches, which is continued round the transepts and choir, except at the ends of the transepts, where it is replaced by a cornice. The vault of the tower reveals the 14th cent. rebuilding. The sanctuary is separated from the three-apsed ambulatory by nine wrought-iron grilles of the 12th cent., forged from the fetters of prisoners released at the intercession of St. Faith.—On the S. side of the church are the *Sacristy*, preserving 15th cent. wall paintings, and one line of arches of the *Cloister* (12th cent.), which now serve as windows for a small church museum. This is entered viâ the priest's house, as is also the *Treasury, an unrivalled collection of French goldsmiths' work (9–16th cent.), carefully classified. The most famous object in the collection is the gold **Statue of St. Faith* (10–11th cent.), 2 ft. 9 ins. high, containing the saint's head, brought hither from Agen in the 9th century. It is entirely covered with precious stones, antique cameos, and enamels of varying dates. The oldest piece in the treasury is a golden reliquary presented by Pepin of Aquitaine (9th cent.).—Conques is 18½ m. by road from Entraygues (p. 295), viâ Grand-vabre.

From Rodez to *Capdenac*, see p. 294.

The railway to Albi crosses and descends the Auterne and, beyond (30 m.) *Paraire*, crosses the Aveyron (view of Rodez on the left).—41½ m. *Carcenac-Peyralès*.—51 m. *Naucelle* is the station for the bastide of *Sauveterre* (3½ m. N.W.).—Beyond (55¼ m.) *Le Viaur* (Hôt.-Rest. Angles) we cross the **Viaduc du Viaur* or *Pont de Tanus* (1897–1902), bridging the Viaur valley at a height of 400 ft. The central arch has a span of 720 ft.—57¾ m. *Tanus* is the station for *Pampelonne* (4½ m. W.), a bastide named after Pampeluna in Spain. Near Pampelonne is the ruined Château de Thuriès. Beyond (64 m.) *Les Farguettes* we cross the Cérou and enter a coal-field of which the centre is (69 m.) *Carmaux* (8571 inhab.; Hôt. de la Poste), which has important glass-works also. Road to Monestiès and Cordes (Vindrac), see p. 296.—77½ m. *Albi-Madeleine* serves the industrial suburbs of Albi. We cross the Tarn, enjoying a *View of the city on the left.

79 m. (127 km.) **ALBI** (560 ft.), the chief town (22,324 inhab.) of the department of the *Tarn*, the old capital of the *Albigeois*, and the seat of an archbishop since 1678, is one of the most attractive and interesting towns of France, and possesses in its cathedral one of the most startlingly original buildings of the middle ages. Of recent years the commercial importance of Albi has greatly increased, thanks to the neighbouring coalfield, and a large industrial quarter, with glass-

works and foundries, has sprung up on the right bank of the Tarn.

Hotels. De la Poste (Pl. a; C 2), Les Lices; Hostellerie du Grand-Saincт-Antoine (Pl. b; C 3), 15 Rue St-Antoine, R. 8, D. 10, pens. 28 fr.; du Vigan (Pl. c; C 3), Place du Vigan, R. 8, D. 10, pens. 26 fr.; de l'Europe, Boul. Montebello (Pl. C 3); d'Orléans, Terminus, opposite the station (Pl. A 4); etc.

Restaurant. *Puech*, Av. du Col. Teyssier (Pl. C 3).—Cafés in the Place du Vigan (Pl. C 3).

Post Office (Pl. C 3), Place du Vigan. —Syndicat d'Initiative at the Hôtel de Ville.

History. Albi, though capital of the Gallic Albigenses, took no very prominent part in history until late in the 12th cent., when the famous *Albigensian Heresy* arose. Though in some respects allied to Manichæism, the heresy was in fact little more than the first wave of rebellion against the corruption of the Church of Rome, but the details of its doctrines are difficult to discover, as the only documentary evidence exists in the naturally prejudiced writings of its opponents. First condemned by the council of 1165, the movement spread, supported by Raymond VI of Toulouse, but violent methods of repression were not begun until the murder of Pierre de Castelnau, the papal legate, in 1208. Pope Innocent III, supported by the Lateran Council and St. Dominic, ordered the Albigensian Crusade, Raymond's estates were confiscated, and the bloodiest massacre of mediæval history, led by Simon de Montfort, swept across Languedoc. Albi was taken in 1215, the Albigensian leader, Viscount Raymond de Trencavel (p. 368), surrendered at Carcassonne in 1240, and the heretics were gradually exterminated by the special Inquisition established in 1229.

St. Salvius (d. 584), bishop of Albi, and Jean-François de Lapérouse (1741–88), navigator and explorer, massacred by the natives of the New Hebrides, were natives of Albi.

The ****Cathedral** (Pl. B 2; *Ste-Cécile*), a towering mass of mellow red brick, rises cliff-wise from the surrounding streets, more like a fortress than a church. This impression is strengthened by the mighty square W. Tower, 256 ft. high, with its loophole windows and its corner turrets. The flank of the cathedral, where tall windows alternate with small semicircular buttresses, seems even more grim by contrast with the startling whiteness and elaborate decoration of the S. entrance.

Begun by Bp. Bernard de Castanet in 1282, the main body of the cathedral was built in about a century, though the consecration of the church and the erection of the octagonal portion of the tower did not take place until 1480, under Bp. Louis I d'Amboise (1480–85), who was responsible also for the inception of the rood-screen (1500–50). Louis II d'Amboise (1502–11) began the S. porch and summoned Italian painters to decorate the interior (1509–14). The building was restored in 1890–94 by César Daly, who added the parapet, and intended to complete the series of turrets crowning the buttresses. This plan, however, was abandoned, and the turrets were removed in 1898, except three which were there prior to the restoration.

Passing through a white stone gateway (early 15th cent.) guarded by a brick tower, we mount a flight of 50 steps along the side of the church to reach the *Baldaquin, a rich Flamboyant porch of the 16th cent., with three arched openings and a profusion of lacy carving.

The **Interior** is no less singular than the exterior. It consists of one huge apsidal hall, with no aisles or transepts, completely surrounded by chapels of two stories. Every available inch of the walls and roof is covered with a sequence of admirably preserved frescoes. The Sanctuary (adm. 1 fr.,

including access to the galleries of the chapels) is partitioned off by an elaborate screen. The *Rood Screen, the largest and finest in France, extends the whole width of the church; over its central door is a large Christ, between the Virgin and St. John. The *Choir Screen bears a series of sculptures which, though over-elaborated and over-expressive, are among the masterpieces of the later Burgundian school, and should be compared with the contemporary work in the church of Brou (see the *Blue Guide to North-Eastern France*). The figures on the outer side represent prophets and other Old Testament personages; within are corresponding figures of the apostles, each holding a text from the creed. Over the side entrances are Constantine and Charlemagne, and the whole is framed in a profusion of detailed carving, including 72 niches with little figures of angels. The wooden choir-stalls are scarcely less elaborate.

The *Paintings of the chapels and the vault comprise a veritable encyclopædia of 16th cent. iconography. Perhaps the most interesting series depicts the legend of Constantine and Helena (N. side). The artists of most of the frescoes were certainly Italian, and probably Bolognese. The W. wall, however, is decorated with a huge Last Judgment, which is French work of the late 15th century. Unluckily the central portion was destroyed by the insertion of a chapel in 1693. It is worth while ascending to the upper story of the chapels for the sake of a nearer view of the vault-paintings. On the walls invisible from the floor the artists have amused themselves by painting grotesques. Permission may be obtained to mount to the roof and to the top of the tower, which commands a fine *View.

Between the cathedral and the river stands the **Archbishops' Palace** (Pl. B 2), or *Palais de la Berbie*, a rambling red-brick castle of the late 13th cent. with a massive square keep which now contains the *Musée* (adm. 1 fr., free on Sun., **10–12 and 2–5, or 1–4**).

The subsidiary fortifications were completed in the 14–15th cent., and formerly connected the palace with the cathedral. They now surround a pleasant garden and command a good view up and down the Tarn. The musée contains mediæval antiquities, paintings by *Henri de Toulouse-Lautrec* (1864–1901), the poster-artist, a native of Albi, portraits of archbishops, a portrait of Lapérouse (p. 300) by *Greuze*, and a good collection of drawings. The 13th cent. chapel, decorated in the 17th cent., the suite of rooms with 17th cent. frescoes, and the rooms constructed within the thickness of the wall should likewise be noted.

Below the palace is the *Pont Vieux* (Pl. B 1–2), a bridge of seven arches, built in 1035 but considerably altered since. The bridge over the Merville ravine (Pl. A 2), beyond the curious old quarter of *Castelviel*, commands perhaps the best view of the cathedral. The *Verrerie Ouvrière*, founded in 1896 in the Faubourg de la Madeleine, is one of the earliest examples of a factory managed by its employees (visitors admitted on application).

Near the cathedral is the former abbey church of **St-Salvi** (Pl. B 2), entered by the flight of steps in the Rue Mariès alongside a row of shops built against the church wall.

Begun in the 10th cent. and finished in the 12th, St-Salvi was completely altered inside in the 13th (four W. bays of the nave) and 16th cent. (E. bays of the nave, and the choir). The small apses in the transepts, the N. door, and the nave windows are Romanesque. The tower, designed with some originality, has a Romanesque base surmounted by a beautiful 13th cent. arcade. The little watch-turret was added in 1385. On the S. side of the church is a charming but dilapidated cloister, by Vidal de Malvézi (13th cent.).

The Rue Mariès ends at the Prefecture, on the right of which diverges the Rue Timbal, with the best of the old houses of Albi, notably (r.; corner of the Rue des Pénitents) the **Maison Enjalbert* and (l.; No 16.) the *Hôtel Reynès* or *Maison des Viguiers*, with an interesting courtyard. The Place du Vigan (Pl. C 3), prolonged on the left by the Lices, is the centre of the life of Albi. At its opposite end begin the Allées Lapérouse, a fine new boulevard laid out along the old ramparts. In the Place Lapérouse (Pl. B 3), where they meet the road from the station, is a statue of the murdered explorer, with anchors and cannon from his wrecked ship. The *Palais de Justice* incorporates a rebuilt Carmelite cloister.

In the S. part of the town are the *Parc de Rochegude* (Pl. B 4), surrounding the *Library*; and the *Bon Sauveur Asylum* (Pl. C 4), incorporating an old manor-house of the archbishops.

From Albi to Alban, 21 m. (34 km.), steam tramway in c. 2 hrs. starting from the railway station and halting at the *Place Jean-Jaurès* (Pl. C 3).—6½ m. *St-Juéry*, the terminus of most of the cars, is the temporary terminus also of a railway line from Albi which it is proposed to extend to St-Affrique (p. 271). The falls of the Tarn here are disfigured by the proximity of a large foundry. At *Lescure*, 1¾ m. W., is a disused 12th cent. church with a curiously sculptured portal.—11 m. *Villefranche-d'Albigeois* is a bastide of 1239. About 6 m. N. is the strange old village of *Ambialet*, occupying the isthmus of a meander of the Tarn, little more than 80 ft. wide at its narrowest point. In the centre of the curve lies the 11th cent. church of Notre-Dame-de-l'Oder.—18 m. *Alban* is the station for (7 m. N.) *Trébas* (Hôtel), a small spa, whence a rough road descends the Tarn to (7½ m.) Ambialet (see above). A road runs from Alban to St-Affrique viâ Vabres (p. 271).

Another steam tramway runs from Albi to (18½ m. in 2 hrs.) *Valence-d'Albigeois*. —From Albi to *Tessonnières*, see p. 296.

Beyond Albi the railway ascends the valley of the Seux.—84½ m. *Labastide-Dénat*.—92½ m. *Laboutarié* is the junction for the steam-tramway from Lavaur (p. 304) to (3 m. E.) *Réalmont*, a bastide (1270) with a 15th cent. church.—99½ m. *Lautrec*, with a 15–17th cent. church and fragmentary ramparts, gave name to a viscounty, held at one time by Odet de Foix (1485–1528), who fought at Ravenna and Pavia and died at the siege of Naples.

108½ m. (175 km.) **Castres** (*Grand-Hôtel*, Rue Thiers, R. 8, D. 12, pens. 25 fr.; *du Nord*, Rue Sabatier, R. 8, D. 9, pens. 27 fr.; *de l'Europe*, Rue Victor-Hugo), on the Agout, an important cloth-working town (21,437 inhab.) since the 14th cent. and a Protestant stronghold from 1595 to 1678, has few buildings of any interest—two large 18th cent. churches, a Romanesque tower in the Hôtel de Ville, and fragments of a 13th cent. keep and cloister in the College. The Musée (at the Hôtel de Ville), however, possesses three admirable

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*Paintings by *Goya*, including two portraits and a Meeting of the Company of the Philippines; here are also a portrait of Louis XVIII, by *Winterhalter*, paintings by *Greuze*, *Ph. de Champaigne*, *Jacques Courtois*, etc.

Castres is the best centre from which to explore the little known **Sidobre,** a plateau (2000–2300 ft.) between the ravines of the Agout and the Durenque, partly wooded, and covered with granite boulders. Characteristic of the landscape are the 'rivières de rochers,' huge streams of boulders which clog the valleys of the smaller rivers. The Sidobre is best visited by road, and the following circuit is recommended. Leaving Castres by the road ascending the Agout valley, we reach (5½ m.) *Burlats*, with its ruined 12th cent. church. Crossing the stream there we ascend rapidly to (8½ m.) the quarry-village of *Lacrouzette* (1570 ft.), whence we may keep straight on for c. 2 m. to visit some curious rock-formations and the 'rock-stream' of Las Hortès. Returning hence we bear to the left for (15 m.) the *Peyro Clabado*, a remarkable 'logan rock.'—At (18 m.) *Vialavert* we turn to the right along the main ridge, passing (r.) the huge rocking stone of *Sept Faux*.—19¼ m. *La Glébade Inn* (2315 ft.).—21¾ m. *La Fontasse*.—27½ m. *Castres*.—Instead of returning to Castres, we may go on to Lacaune (see below), either from Las Hortès viâ Vabre (37 m.), or from Vialavert viâ Brassac (29 m.).

From Castres to Lacaune and Murat, 47 m. (76 km.) steam tramway in 4½ hrs.; the rear half of the train is diverted at Laparayrié for Brassac. Road viâ Vialavert and Brassac, see above.—Starting from the railway station, the cars halt at the *Place de l'Albinque*, cross the Agout near (6½ m.) *Roquecourbe*, and skirt the N. flank of the Sidobre (see above).—8 m. *Lacazalié-Montredon* is 1½ hr. S. (footpath) of the 12th cent. castle of Montredon.—At (13½ m.) *Laparayrié-Beaudecamy* a branch line (rear half of the train) diverges up the Agout valley on the right for (3¾ m.) *Ferrières* and (8½ m.) *Brassac*, each with an old castle.—The line to Lacaune mounts the wild rock-stream gorge of the Gijou, crossing the stream.—17 m. *Vabre* (Hôt. Biau) has an old belfry.—22 m. *Sénégats*, with a ruined castle, appears on the left.—24 m. *Lacaze* has an interesting castle of various dates.—29 m. *Pierre-Ségade* (Hôt. Mailhé) is an unpretending summer-resort in the charming valley of the Gijou, noted for trout and crayfish.—31 m. *Gijounet*.—37¼ m. (60 km.) **Lacaune-les-Bains** (2640 ft.; *Hôt. Central*, R. 10, D. 12, pens. 25 fr.; *Moutou*; *Courech*; *de l'Etablissement*) is a quiet little spa with a few old houses and a quaint fountain of 1399. The Etablissement, with warm saline waters, is 1½ m. E. of the town.—47 m. *Murat-sur-Vèbre*, the terminus of the railway, is connected by road with (27 m.) Graissessac (p. 272).

From Castres to *Montauban* and to *Bédarieux* (Montp Ilier), see p. 304; for the *Montagne Noire*, see p. 370.

At (113 m.) *La Crémade* we leave the Montauban line (p. 304) and the valley of the Agout on the right.—116 m. *Soual* is the station for (6 m. W.) *Puylaurens* (Hôt. du Lion-d'Or), famous for its Protestant academy which flourished under Pierre Bayle and his disciples (17–18th cent.). Guillaume de Puylaurens (c. 1210–95) was the chronicler of the Albigensian Crusade (p. 300).—126½ m. *Revel-Sorèze*. *Revel* (Hôt. de la Lune, L. or D. 9½, pens. 22 fr.), connected by light railway (p. 367) with Toulouse, is a bastide of 1332, with an old wooden market-hall in its central square. It is noted for its peppermint liqueur.

Sorèze (Hôt. Salvetat; de l'Europe), 4 m. N., has a famous Dominican school founded by the Benedictines in the 17th cent. as a counterblast to Puylaurens (see above). Lacordaire was its illustrious principal in 1854–61.—The *Bassin de St-Ferréol* (Hôt.-Restaurant) and the *Bassin de Lampy*, 2½ and 13½ m. S.E. of Revel, are the principal reservoirs of the Canal du Midi (p. 367).

130½ m. *St-Félix-Lauragais*, 2 m. W., has a church and a castle of the 14th cent., and was the birthplace of Déodat de

Sévérac (1873–1921), the composer. The Montagne Noire is conspicuous on the left.—143 m. (230 km.) **Castelnaudary,** and thence to *Toulouse* or *Carcassonne,* see p. 367.

40. FROM MONTAUBAN TO BÉDARIEUX AND MONTPELLIER

RAILWAY, 167½ m. (270 km.), in 9 hrs. (83 fr. 5, 54 fr. 20, 34 fr. 15 c.); to *Lamalou-les-Bains* 114½ m. (184 km.) in 6 hrs. (56 fr. 60, 36 fr. 95, 23 fr. 30 c.). Carriages are changed at Bédarieux for Montpellier.

ROAD, 163 m. (263 km.). We quit Montauban by the Toulouse road, but soon diverge to the left along the Tarn.—15½ m. (25 km.) *Villemur* (see below).—26 m. (42 km.) *St-Sulpice* (see below)—36½ m. (59 km.) *Lavaur* (see below).—60½ m. (97 km.) **Castres** (p. 302).—71½ m. (115 km.) *Mazamet* (p. see below).—94 m. (151 km.) *St-Pons* (see below).—105½ m. (170 km.) *Olargues* (p. 305).—115½ m. (186 km.) **Lamalou-les-Bains** (p. 305).—120½ m. (194 km.) *Bédarieux* (p. 272).—138 m. (222 km.) *Clermont-l'Hérault* (p. 375).—144½ m. (233 km.) *Gignac* (p. 257).—163 m. (263 km.) **Montpellier** (p. 254).

Montauban, see p. 290. The railway ascends the left bank of the Tarn.—15½ m. *Villemur* has two conspicuous water-mills, one of which is partly ancient (15–17th cent.), and is connected with Toulouse by tramway (p. 367).—27 m. *St-Sulpice-du-Tarn* (Buffet) is also on the railway from Figeac to Toulouse (p. 296).—36½ m. (59 km.) **Lavaur** (*Hôt. Goulard-Larrieu ; Terminus*), a town of 4156 inhab. on the Agout, is an ancient fortress, whose châtelaine, the Lady Guiraude, made a heroic resistance to Simon de Montfort in 1211 (comp. p. 300) and was punished by being thrown alive into a well. The Comte de Las Cases (1766–1842), author of the 'Reminiscences of St. Helena,' was a distinguished native. The brick church of *St-Alain,* formerly the cathedral, dates from the 14th cent. and has two massive towers. A chapel on the S. side contains the door of an older church. The church of *St-François* dates from the 13th century. Tramway to Laboutarié, see p. 302. The bastides of *Viterbe,* opposite (44 m.) *Brazis,* and of (46½ m.) *Damiatte* bear the names of famous mediæval fortresses.—53½ m. *Vielmur* has an old Benedictine church (1038).—From (57 m.) *La Crémade* to (61½ m., 99 km.) **Castres** (see p. 302), we follow the line from Castelnaudary to Rodez.—66½ m. *Labruguière* (Grand-Hôtel) has a tall 14th cent. belfry and a 13th cent. castle.—73¼ m. (118 km.) **Mazamet** (*Grand-Hôt. Fabre ; du Nord*) is a flourishing modern town (11,189 inhab.) with important wool-spinning and leather-dressing establishments. The *Pic de Nore* (3970 ft.), the highest point of the Montagne Noire (p. 370), is 3¾ hrs. S.E.—79 m. *St-Amans-Soult* was the birthplace of Marshal Soult (1769–1851), whose tomb is outside the S. wall of the church.—84½ m. *Lacabarède* was the home of Jean Calas (1698–1762 ; comp. p. 360).—95 m. (153 km.) **Saint-Pons** (2168 inhab.; *Hôt. Pastre; du Nord*), formerly

St-Pons-de-Thomières, stands in the hill-girt valley of the Jaur. The fortified *Cathedral*, founded c. 1200, was rebuilt in 1450 and 1760. At the latter date a façade was added to the former choir. The original façade, at the other end, retains its double portal. The *Grotte du Jaur* (1200 yds. long; explored in 1 hr.), the principal source of the river, opens into the town itself, below the battlemented Tour de la Gascagne.

An interesting road runs viâ (14¼ m.) *La Caunette* (Inn) to (16 m. S.) *Minerve*, a strange old village crowning a steep rock at the junction of two streams. From La Caunette we may descend the valley of the Cesse viâ (20½ m.) *Aiguesvives* to (31 m.) *Narbonne* (p. 371).

La Salvetat (motor omnibus; Hôt. Calbérac; de la Poste), 13½ m. N., on the road to Lacaune (25½ m.), is a summer resort in the upper valley of the Agout.

97½ m. *Riols* is the station for (2½ hrs. N. viâ Ardouan and Langlade) the *Saut de Vézoles*, a series of lovely cascades on the S. flank of the plateau of L'Espinouse.—We cross the Buraut, fed by the cascades of Vézoles. 105 m. *Olargues* (Hôt. Laussac) occupies a peninsula surrounded by the Jaur. —107⅓ m. *Mons-la-Trivalle*, near the confluence of the Jaur and the Orb, is the usual starting-point for visiting the *Gorges d'Héric (7 hrs. in all).

The route ascends to the right viâ (20 min.) Le Verdier to (50 min.) the *Col du Cabalet*, flanked by colossal precipices on either hand. The vertical *Roc de la Maurelle* (3475 ft.) is prominent on the right. We keep above the right bank of the stream, but cross it at (2 hrs.) the *Gouffre du Cérié*, beside a waterfall. Hence we follow the torrent up to (3¾ hrs.) a bridge, above which, to the right is (4 hrs.) *Héric*, a humble hamlet. The return may be made by ascending to the right at the Castelet, 40 min. below the bridge, and, beyond (1½ hr.) the *Col de la Maure*, striking a mule-track which descends direct to (2½ hrs.) *Mons* and (3 hrs.) the station.—From Héric to *Lamalou*, see p. 306.

114¼ m. (185 km.) **Lamalou-les-Bains** (610–820 ft.), a popular watering-place of modern origin, stands in the charming Cévenol valley of the Bitoulet, a tributary of the Orb. It is divided into three sections, *Le Bas*, *Le Centre*, and *Le Haut*, each with its own bathing establishment. Season, April–November.

Hotels. Grand-Hôt. Mas, 140 R., R. 15, pens. 35 fr., du Nord, R. 8, D. 10, pens. 22 fr., lower town; des Thermes, R. 8, D. 15, pens. 25 fr., upper town, these three first class.—Grand-Hôt. du Centre, R. 6, D. 10, pens. 20 fr., middle town; de la Paix (open always), R. 8, D. 12, pens. 25 fr., des Bains, R. 7, D. 10, pens. 27 fr., lower town, these three less expensive.—Nouvel, Belleville, des Palmiers, L. 9, D. 9½, pens. 20 fr., simpler.—Pensions. *Villa des Rosiers*, D. 8, pens. 18 fr., *Villa des Platanes*, 18 fr., lower town.

Post Office and **Casino** in the lower town.—Syndicat d'Initiative, at the Hôtel de Ville, middle town.

The cold and warm waters of Lamalou are especially suitable for nervous complaints. The environs are delightful, and pleasant excursions may be made to *St-Pierre-de-Rhèdes*, a curious Romanesque church a few yards W. of the station; to the *Parc de la Vernière*, beyond the Orb; to (4 m. N.E.) *Villemagne* (p. 306) viâ Hérépian; etc.

Among the view-points in the environs are the *Pic de la Coquillade* (2290 ft.), reached in 4¼ hrs. viâ La Vernière (see above) and *Les Aires*, and the *Ermitage St-Michel* (1463 ft.), an easier ascent, ½ hr. S. of Les Aires.—A picturesque road,

continuing the main thoroughfare of Lamalou-le-Haut, leads viâ (6½ m.) the *Col de Peyre-Plantade* (1650 ft.) to (9 m.) *St-Gervais-Ville* (Inns), in the charming valley of the Mare, 7 m. above Graissessac (p. 272); the return (9½ m.) may be made viâ the *Col des Treize-Vents* (1970 ft.) and *Hérépian* (see below).

The Gorges d'Héric (p. 305) are reached by road viâ the left fork at the Col de Peyre-Plantade (see above), which leads over (9 m.) the *Col de Madale*, where we turn to the right, to (10⅔ m.) the *Cabaret de Douch*. Thence a track goes on to (10 min.) *Douch* and viâ (½ hr.) the *Col de Layrole* to (1 hr.) Héric (p. 305). Pedestrians may make their way to (2¾ hrs.) the *Cabaret de Douch* viâ the Chemin de Villecelle (skirting the Hôt. du Centre), passing (25 min.) *Villecelle*, (50 min.) *Fraisse*, and (2 hrs.) the *Col de Madale* (see above). From the church of Douch the *Mont Caroux* (3586 ft.) may be ascended in 35 min. (good rock climbing, if desired).

116 m. *Hérépian*, where the Béziers road diverges on the right, is the station for (2 m. N.E.) *Villemagne*, formerly *Villemagne-l'Argentière*, a decayed town on the Mare, preserving the choir (14th cent.) of an abbey church, a disused 13th cent. church, the old Hôtel des Monnaies, and other relics of its mediæval importance.—We cross the Mare.—118 m. (190 km.) **Bédarieux** and thence to (167½ m., 270 km.) **Montpellier,** see p. 272.

IV. BORDEAUX, GASCONY, AND SOUTHERN LANGUEDOC.

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Approaches from Paris. There are three main railway routes from Paris to the S.W. provinces of France, two starting from the Gare d'Orsay and one from the Gare Montparnasse.

From Paris to Biarritz, 496 m. (799 km.), railway from the Gare d'Orsay in 10¾–12 hrs. viâ Angoulême, Bordeaux, and Bayonne (245 fr. 70, 160 fr. 45, 101 fr. 5 c.). This route follows the main trunk line from Paris to Madrid and Lisbon, and is the quickest method of reaching Bordeaux. It is the route of the Sud-Express and of the Pyrénées-Côte-d'Argent 'trains de luxe' (1st class only), for which supplementary charges are made as follows: Sud-Express, saloon to *Bordeaux*, 34 fr. 50; to *Bayonne, Biarritz, St-Jean-de-Luz*, or *Irun*, 51 fr. 75 c.; Pyrénées-Côte-d'Argent, to *Bordeaux*, lit-salon, 98 fr. 65, couchette, 46 fr. 60; to *Biarritz*, 135 fr., 77 fr. 40 c.; to *St-Jean-de-Luz*, 136 fr. 75, 77 fr. 40 c. Passengers should note that Biarritz is not on the direct main line to Spain, but that the Biarritz carriage diverges after Bayonne.

For another route from Paris (Gare Montparnasse) by the Chemin de Fer de l'Etat to *Bordeaux*, see Rte. 41B.

From Paris (Gare d'Orsay) to *Toulouse*, see p. 208 and Rte. 38.

From Paris (Gare de Lyon) to *Port-Bou* viâ Lyons, Avignon, and Nîmes, see p. 381.

Steamer Services to *Bordeaux* from British and American ports, see pp. xxiii, xxiv.

GUYENNE, or *Aquitaine*, one of the largest provinces of France, is now divided into six departments: the *Gironde* (chief town, Bordeaux), the *Dordogne* (chief town, Périgueux), the *Lot-et-Garonne* (chief town, Agen), and the three eastern departments of *Aveyron*, *Lot*, and *Tarn-et-Garonne* (Rouergue and Quercy), which are described on p. 209. The three western departments represent roughly the old districts of *Bordelais*, *Périgord*, and *Agenais*. The name Guyenne is a corruption of Aquitania, and first appears in the 12th cent., about the time of Queen Eleanor's marriage (see below). Guyenne extends from the dunes of the Gironde to the bleak uplands of the central mountains. The parts nearer the sea are famous for their vineyards, but farther inland the country becomes more barren, and, on the Périgord uplands, little flourishes but chestnut-trees and truffles. The wildness of the landscape is diversified by the deep-cut valleys of the Lot, the Dordogne, and the Isle, and to the S. the uplands die away into the rich but dreary plain of the Garonne. Guyenne and Gascony are of special interest as the centres of the English sphere of influence in France during the 12–15th centuries (comp below).

The Roman province of *Aquitania*, originally that part of Gaul which lay between the Garonne and the Pyrenees, was nominally subdued by Julius Cæsar, but was not finally conquered until 28 B.C. Its area was then considerably enlarged to include all the country S. and E. of the Loire and Allier, the original province later taking the name of Aquitania Tertia or Novempopulania (see p. 309). It is asserted that Aquitania was presented by Honorius to Ataulph the Visigoth in 419, but the hold of the Goths was never strong, and Clovis the Frank took Aquitania c. 507, creating it a kingdom for his son Clodomir. The Burgundians brought fire and sword into the Aquitaine and burned the city of Convena in 585, and in the 7th cent. the Vascones (i.e. Basques or Gascons) invaded the land from the S. and occupied what is now Gascony. King Dagobert stopped their further incursions in 663, but c. 720 Eudes, a Gascon adventurer, captured Chilperic III, though soon after forced to surrender him to the growing power of Charles Martel. For a century Eudes and his successors, Hunaud and Gaifer, waged war against Charles Martel, Pepin the Short, and Charlemagne, though for a time the Moorish invasion brought them together for mutual support. The crowning as king of Aquitania of Charlemagne's infant son Louis the Debonair, who was born in the province in 778, may be considered the first acknowledgment of the suzerainty of the French crown. Discord at once followed the inevitable division of power, and Pepin II, Louis's grandson, revolted against Charles the Bald. Ranulph of Poitiers, a supporter of Charles, was rewarded with the lordship of Aquitaine (c. 855), and William the Pious of Auvergne, his successor, became duke in 886. Succeeding dukes increased their power by conquest and by marriage, and in 1086 William IX, famous as a troubadour and crusader, was a menace even to the mighty Counts of Toulouse. In 1152 his granddaughter and heiress, Eleanor, married

Henry II of England, bringing as her dower the whole province of Guyenne, with Gascony, Limousin, and Poitou, so that the king of England, already the inheritor of Normandy, Anjou, Touraine, Maine, and Saintonge, was master of the whole of W. France.

The attitude of the people of Guyenne towards the English varied greatly according to their proximity to the headquarters of government at Bordeaux. There the wine-growers and shippers, encouraged and supported by their English governors, were reluctant to hazard their fortunes under a French ascendency; but farther inland, where the native barons took advantage of the unsettled state of affairs to commit pillage and rapine in the name of the English king, the return of the French was welcomed. In the 13th cent. the Languedoc frontier was wasted by the Albigensian War, and in consequence a number of new fortress-towns were built on a regular plan, with streets at right angles and an arcaded central space. These were known as 'bastides' and were named either simply La Bastide, or given high-sounding titles such as Villefranche or Réalmont, or named after a famous European or Eastern fortress, as Cordoue, Viterbe, Damiette, etc. Edward I built similar strongholds all over Guyenne and Gascony, and in England there exists one imperfect example of his work in Winchelsea.

With the attainder of John the English sacrificed all their provinces to the French crown, but in 1259 Louis IX, by the treaty of Xaintes, or Saintes, left Guyenne and Gascony from the Charente to the Pyrenees to Henry III. Up to 1360 the Black Prince was virtually king of Guyenne, and his government as a whole was wise and moderate, but during the 15th cent. the French power gradually encroached, and despite the unfailing support of the people of Bordeaux, the last hope of the English was crushed at Castillon (p. 316) in 1453. In the 16th cent. Guyenne was often the battle-ground of the Protestants and Catholics, the former operating from their strongholds at La Rochelle and St-Jean-d'Angély. The accession of Henri IV brought prosperity to the province, but many of its most industrious citizens were driven into exile by the Revocation of the Edict of Nantes (1685). The misgovernment of the 18th cent. was less felt here than in other parts of France, thanks to the wise administration of such men as Turgot, Tourny, and Étigny, and the Revolution was correspondingly less savage in its reaction, the party of the Gironde standing for moderation in reform.

GASCONY, the land of the Vascones or Basques, represents more nearly the original Roman province of Aquitania than does Guyenne. It consists of the departments of the *Landes* (chief town, Mont-de-Marsan), *Gers* (chief town, Auch), *Hautes-Pyrénées* (chief town, Tarbes), and parts of the *Basses-Pyrénées* and *Haute-Garonne*. It is a land of varying surface, extending from the sandy lagoons and pine forests of the Landes (comp. p. 341) to the foot of the Pyrenees. Though the alleged boastfulness of its people has given birth to the word 'gasconnade,' they have also a reputation for martial prowess, and a large proportion of France's greatest military leaders have come from this and other provinces bordering the Pyrenees. Gascony is roughly commensurate with the Roman province of *Novempopulania*, the 'country of the nine peoples' of Eauze, Auch, Bazas, Tarbes, Dax, Lectoure, Labourd (the diocese of Bayonne), Béarn, and Cominge. The Pyrenean districts of the province (comp. p. 354) always maintained a certain degree of independence, but the plain S. of the Garonne was ruled by

the powerful ducal house of *Armagnac*, whose seat of government was at Auch or Lectoure, while the seaboard was under the suzerainty of the English as long as they were masters of Guyenne. After Charles VII had driven out the English Louis XI turned his attention to the Armagnacs. As dauphin he quelled intrigues of Duke John IV with the English, and the violent and vicious career of John V gave him his opportunity to subdue his turbulent vassal. In **1472** he descended upon Lectoure, confiscated the Armagnac territory, and slew the last of the rebel dukes. The political party of *Armagnacs*, the rivals of the Burgundians under Charles VI and VII, had little to do with the province beyond their name, which was taken from their leader, Duke Bernard VII of Armagnac.

The provinces of S.W. France on the N. side of Guyenne were comparatively small and insignificant. **Saintonge** (chief town, Saintes), now part of the *Charente-Inférieure*, passed into the English sphere of influence as a fief of Geoffrey of Anjou, father of Henry II.—**Angoumois** (chief town, Angoulême), now the department of the *Charente*, was claimed by King John in name of his wife Isabella of Angoulême, but was acknowledged as English territory only from the treaty of Brétigny (**1360**) to **1371**. It then became a fief of the Dukes of Berry, a branch of the royal family, and was united to the crown in the person of Francis I, who was Count of Angoulême.—**Limousin,** now consisting of most of the *Haute-Vienne* (chief town, Limoges) and all the *Corrèze* (chief town, Tulle), was part of the dowry of Eleanor of Guyenne, and was reconquered for France by Charles VII. It is famous in literature as the home of the earliest troubadours, whose language passed into use as the traditional poetic tongue of the Provençal courts of love (comp. p. 88).—**Marche,** now the department of the *Creuse* (chief town, Guéret), was never in English hands. It was the home of the famous Lusignan family, and was bequeathed by Guy de Lusignan to Philippe le Bel in **1308**. Passing subsequently by marriage into the Armagnac family, it was united to the crown after the death of John V of Armagnac in **1472** (see above). These provinces as a whole are not picturesque save for a few charming valleys in the Creuse and Corrèze, but they are of great interest to the lover of antiquity, being rich in both prehistoric (Les Eyzies) and Roman (Saintes, Périgueux) remains, and remarkable for a strongly individual style of Romanesque architecture, almost Byzantine in the S., but merging towards the N. in the more familiar art of Poitou and Anjou.

41. FROM PARIS TO BORDEAUX

A. Viâ Angoulême

Railway, 365 m. (588 km.) from the Gare d'Orsay in 7½–9¼ hrs. (180 fr. 80, 118 fr. 10, 74 fr. 40 c.); to *Angoulême*, 279 m. (449 km.) in 5½–7 hrs. (138 fr. 5, 90 fr. 15, 56 fr. 80 c.).

Road, viâ Poitiers, 354 m. (570 km.).—To (205½ m., 331 km.) **Poitiers,** see the *Blue Guide to North-Western France*. Leaving Poitiers by the Route de Bordeaux, we diverge (left) from the Niort road at (210 m.) *Croutelle*.—217⅛ m. (350 km.) *Vivonne* (p. 311).—227 m. (366 km.) *Couhé Vérac*.—239 m. (385 km.) *Limalonges* cross-roads, for (5½ m. E.) *Civray* (p. 311).—246½ m. (397 km.) **Ruffec** (p. 311).—257½ m. (415 km.) *Mansle* (p. 311).—272½ m. (439 km.) **Angoulême** (p. 312), which we leave by the Pont de Vars.—293½ m. (473 km.) **Barbézieux** (p. 321).—307 m. (494 km.) *Chevanceaux*, where we keep to the left for

(313½ m., 505 km.) *Montguyon* (p. 321).—326 m. (525 km.) *Guîtres* (p. 315).—335½ m. (540 km.) **Libourne** (p. 315).—354 m. (570 km.) **Bordeaux** (p. 321).

From Paris viâ Orléans and Tours to (208½ m., 336 km.) *Poitiers*, see the *Blue Guide to North-Western France*.—Leaving Poitiers we cross the Clain; on the left is the 11–12th cent. church of (211 m.) *St-Benoît-de-Quinçay*.—213 m. *Ligugé* has a 16th cent. church built in an earlier Gothic style. We pass (r.) the Château d'Aigne, the childhood home of Diane de Poitiers.—221 m. *Vivonne* (Hôt. de la Croix-Blanche) has a 12th and 16th cent. church and a ruined castle of the same dates, the ancestral home of Catherine de Vivonne (1588-1665), the famous Marquise de Rambouillet, chief of the 'Précieuses.'—Near (226½ m.) *Anché-Voulon* Clovis defeated Alaric II in 507.—230 m. *Couhé-Vérac*.—241 m. *St-Saviol*.

From St-Saviol to Lussac-les-Châteaux, 40 m. (64 km.), railway in 1¾-2 hrs.—4½ m. (7 km.) **Civray** (*Hôt. de la Boule-d'Or*), with 2245 inhab., stands mainly on the right bank of the Charente. The church of **St-Nicolas* is notable for its elaborate 12th cent. façade and its central tower.—At (10½ m.) *Charroux* is the curious *Tour Octogone (1096), a relic of an old abbey, containing 24 statuettes from the portal of the abbey church.—18½ m. *St-Martin-Lars* is connected by light railway with Poitiers.—24 m. *Le Vigean* is the junction of a branch to (16 m.) *Confolens* (see below), passing (13 m.) *St-Germain-Lessac*, which is notable for its ruined castle (15th cent.) and for a curious *Dolmen, on an island in the Vienne, altered to form an oratory in the 11th century.—27½ m. *L'Isle-Jourdain*, a picturesque old town on the Vienne.—40 m. *Lussac-les-Châteaux*, see p. 284.

From St-Saviol to *St-Jean-d'Angély*, see p. 317.

249½ m. (402 km.) **Ruffec** (*Buffet; Hôt. de France*, R. 7, D. 8½ fr.; *d'Espagne*), with 3034 inhab., has a late Gothic church with a 12th cent. façade.

From Ruffec to Niort, 51½ m. (83 km.), railway in 3 hrs.—6 m. *Villefagnan* produces a good white wine.—17 m. *Chef-Boutonne* (Hôt. du Commerce) has an old castle of the Rochechouart family (1515; W. of the town), near which is a 12–15th cent. church. Light railway to St-Saviol and St-Jean-d'Angély see p. 317.—37½ m. (60 km.) *Melle* and thence to (51½ m.) *Niort*, see the *Blue Guide to North-Western France*.

From Ruffec to Confolens, 39 m. (63 km.), railway in 2½ hrs.—We cross the Charente beyond (4½ m.) *Verteuil*, which has a fine château of 1459.—At (15 m.) *Champagne-Mouton* we cross the light railway from Angoulême to Confolens (p. 314).—28½ m. *Roumazières-Loubert* (p. 314) is on the Angoulême-Limoges railway. We recross the Charente.—39 m. (63 km.) **Confolens** (2052 inhab.; *Hôt. de Vienne*, R. 8, D. 8, pens. 22½ fr.) occupies an admirable site astride the Vienne, which is crossed by a 15th cent. bridge. On the left bank is the 11th cent. church of *St-Barthélemy*; on the right bank are the ruined castle and the church of *St-Maxime* (15th cent.). The church of *Lesterps*, 5½ m. E., has a notable belfry (12th cent.).—From Confolens to *Angoulême* viâ St-Angeau, see p. 314; to *L'Isle-Jourdain*, see above.

On the right of the line appears the Romanesque church of *Courcôme*, illustrating four different styles of architecture (11–12th cent.).—We cross the Charente before reaching (261 m.) *Luxé*, which is connected by light railway with (32 m.) *Segonzac* (p. 320), viâ (17 m.) Rouillac (p. 314) and (27½ m.) Jarnac (p. 320); and with (10 m.) *St-Angeau* (p. 314) viâ (4 m.) *Mansle*, on the Charente, where there is a 12–16th cent. church.—267 m. *St-Amand-de-Boixe* has an interesting abbey church, begun in the 10th cent. and altered in the 15th, pre-

serving part of its cloister.—Beyond (270 m.) *Vars* we cross the Argence and obtain a good view (r.) of Angoulême.

279 m. (449 km.) **ANGOULÊME**, the chief town (32,583 inhab.) of the department of the *Charente* and of the old province of *Angoumois*, stands on a long and narrow hill overlooking the junction of the Charente and the little river Anguienne. Its Romanesque cathedral is famous and its rampart-boulevard commands a wide prospect. Angoulême is well-known for its paper-mills, which produce cigarette-papers and fine writing-paper.

Railway Stations. *Orléans* (Buffet; Pl. E 2), for Paris, Bordeaux, Limoges, and the E., and for fast trains to Saintes; *Etat* (Pl. E 2, 3), for slow trains to Cognac and Saintes. The station for the *Chemin de Fer Départemental* to Rouillac and Matha is between the two others. The *Chemins de Fer Economiques* to Barbézieux, Confolens, and Roumazières have several stopping-places along the Rue de Bordeaux.

Hotels. NOUVEL-HÔTEL ET DES TROIS-PILIERS, 31 Rue de Périgueux (Pl. a; D 3), R. 12, L. or D. 12, pens. 35 fr.; DU PALAIS (Pl. c; C 2), Place du Mûrier, R. 8, L. or D. 9, pens. 25 fr.; DE FRANCE (Pl. b; C 3), Place des Halles, R. 8, L. or D. 8 fr.

Post Office (Pl. B 2), Place du Mûrier.—SYNDICAT D'INITIATIVE at the Chambre de Commerce (Pl. C 3), Place Bouillaud.

Electric Tramways from the Hôtel de Ville to the stations, *to Ruelle* (p. 313), etc.

History. The Gallo-Roman town of *Iculisma*, later *Engolisma*, was evangelised by St. Ausonius in the 3rd century. During the Hundred Years' War it was hotly contested by the kings of France and England, but the English were finally expelled in 1373, when Angoulême was rewarded by being created an appanage of the crown. This was held by the House of Orléans until the accession of François d'Orléans, Count of Angoulême, as Francis I (1515). The town suffered greatly during the religious wars (1568–86). Among distinguished natives are Marguerite de Valois or d'Angoulême (1492–1549), sister of Francis I and queen of Navarre, the authoress of the 'Heptameron'; Guez de Balzac (1597–1654), one of the founders of French classic prose; and the Marquis de Montalembert (1714–1800), founder of the arsenal of Ruelle.

The stations lie S.W. of the town, to which we ascend by the Av. Gambetta and the Rue d'Aguesseau. The short Rue Marengo (Pl. C 3), and the PLACE DE L'HÔTEL-DE-VILLE, to which it leads, are the busiest thoroughfares of the town. The **Hôtel de Ville** (Pl. C 3), built by Abadie (1858–65) in the 13th cent. style, occupies the site of the castle of the Counts of Angoulême and incorporates two of its towers—the *Tour de Lusignan* or *Tour Polygone* (1300) and the *Tour de Valois* (late 15th cent.) in which Queen Marguerite was born. The façade overlooking the Rue de Plaisance is in the Renaissance style. In the wing facing the entrance is an *Archæological Museum* (open Sun. 12–4; at other times apply to the concierge), with prehistoric and mediæval antiquities.

Between the Hôtel de Ville and the Place des Halles the Rue de la Cloche-Verte diverges on the left, passing the *Hôtel St-Simon* (No. 15), which has a Renaissance courtyard of 1535–40, and ends behind the modern *Palais de Justice*. In front of the Law Courts is the PLACE DU MÛRIER (Pl. B, C 2), whose name commemorates the mulberry-tree on which Coligny, in 1568, hanged his Catholic adversaries. The

church of *St-André*, on the right, has a 12th cent. tower and a 15th cent. nave.

The street on the left at the farther end of the Place du Mûrier leads to the ***Cathedral** (*St-Pierre ;* Pl. B 2), a curious building in a Byzantine Romanesque style. Begun in the 11th cent., it was largely rebuilt in 1110–28, and was repaired in 1630–54 after the damage of the Religious Wars. In 1866–75 the whole building was restored by Abadie, who destroyed most of the original work. The façade, in particular, has been very much altered; the gable and the two towers are additions which Abadie considered appropriate, and the tympanum of the central doorway is modern. The 75 sculptured groups and statues were part of the original design. The **N. Tower*, 165 ft. high, has been more respectfully restored; the corresponding S. tower was demolished in 1568. The 17th cent. column in the churchyard once supported a casket containing the heart of Marguerite d'Epernon (d. 1593), wife of a local governor.

The **Interior** recalls that of St-Front at Périgueux, but the three cupolas of the nave are greater in diameter, and the central dome is raised on a drum supported by coupled columns. On the N. side of the nave is the tomb of Philippe de Voivre, governor of Angoumois (d. 1585).

The former Bishops' Palace, next door to the cathedral, was almost entirely rebuilt in the 15th century. It now contains a moderate collection of paintings. The colossal statue in the garden represents Jean d'Angoulême, grandfather of Francis I.

The *Ramparts of Angoulême provide one of the pleasantest promenades of the kind in France. They may be approached from the Hôtel de Ville viâ the Place de la Commune, at the end of which a bastion, with a monument to President Carnot, overlooks the Anguienne valley. Keeping to the right we pass the cathedral and then *St-Ausone* (Pl. A 1, 2), built by Abadie in 1864–69. At the extremity of the headland on which the town stands is the shady Place de Beaulieu (Pl. B 1), 250 ft. above the Charente, which commands a wide view. Below it is the public *Jardin-Vert*. The northern rampart enjoys a charming prospect of the Charente valley. Behind it is the *Hôtel-Dieu* (Pl. B 2), whose modernised chapel has a good 13th cent. spire and contains the tomb of Guez de Balzac (p. 312).

The village churches in the neighbourhood of Angoulême are interesting to the architect as showing the full development of 12th cent. building craft in the S.W. of France.

From Angoulême to Limoges, 76½ m. (123 km.), railway in 2½–3¾ hrs. (37 fr. 80, 24 fr. 70, 15 fr. 55 c.).—The railway ascends the valley of the Touvre.—4½ m. *Ruelle* has a large naval ordnance factory founded in 1750 (see p. 312).—6¾ m. *Magnac-Touvre*, junction for Ribérac (see below), is the starting-point for the pleasant walk to the source of the Touvre. We turn to the left at the station, cross the Lèche, and then follow the Touvre to the left through the village of *Touvre*, crossing the river at *Magnac* to return to the station (2 hrs.). Both

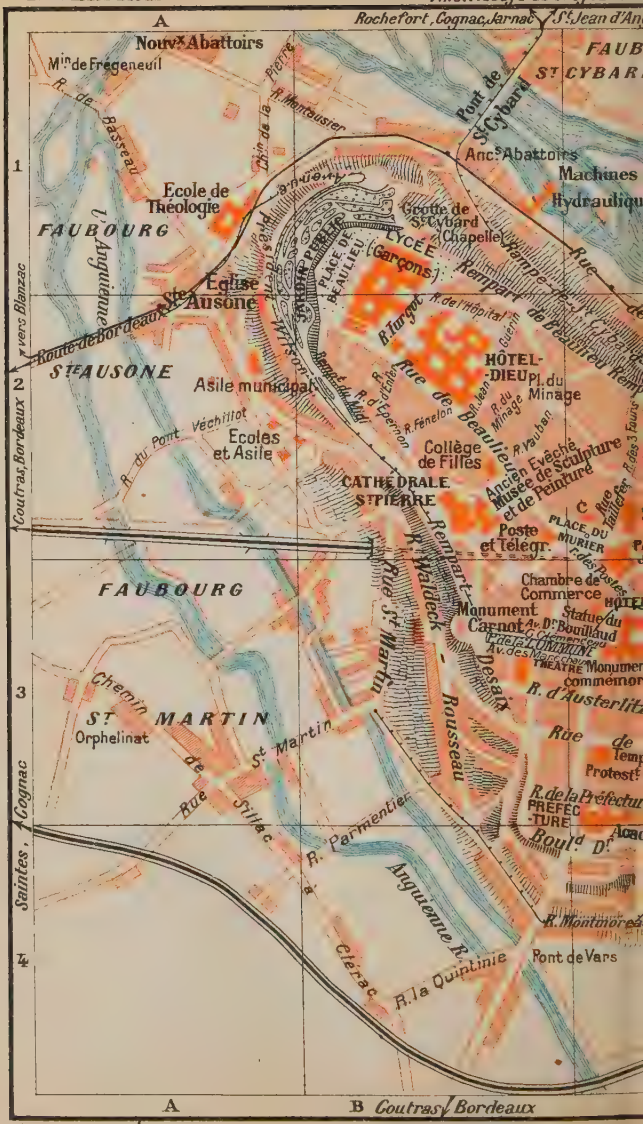
villages have 12th cent. churches.—10 m. *Le Quéroy-Pranzac* is the junction for Thiviers (see below).—17½ m. **La Rochefoucauld** (2182 inhab.; *Grand-Hôtel*, R. 6, D. 8, pens. 20 fr.; *de France*) is famous for the **Castle* founded by Foucauld in the 9th cent. on the bank of the Tardoire, rebuilt in 1527, and lately made habitable by the descendants of the Duc de la Rochefoucauld (1613–80), author of the celebrated 'Maxims.' Its most noteworthy features are the 12th cent. keep and the spiral staircase of Renaissance date. The church of *St-Pierre* has a fine 13th cent. steeple, and on the left bank of the Tardoire is the disused 11th cent. church of *St-Florent*. An attractive walk ascends the Tardoire to (3 m.) *Rancogne*, with its 11th cent. church.—33 m. (53 km.) **Roumazières-Loubert** (*Buffet*) is important as the junction for Confolens and Ruffec (p. 311) and for the light railway from Angoulême viâ Montbron (see below). We cross the Charente. —38 m. *Exideuil-sur-Vienne*.—40½ m. *Chabanais*.—46 m. (74 km.) **Saillat-Chassenon** (*Buffet*) lies 3 m. N. of *Chassenon*, which retains some ruins of the Roman *Cassinomagus* and an 11–14th cent. church. For the line hence to Bussière-Galant, see p. 334.—50½ m. **St-Junien** (*Hôt. du Commerce*), a glove-making and tanning town (7505 inhab.), is approached from the station by a 13th cent. bridge across the Vienne, at one end of which is a 15th cent. chapel. The **Church* is a magnificent example of Limousin Romanesque. Two bays of the nave and the W. wall of the transepts date from the primitive 11th cent. church; the W. part of the choir and the rest of the transepts were rebuilt c. 1150; while the apse and the W. bay of the nave, with the façade, were added in 1230. The retention of Romanesque features at so late a date is particularly remarkable in the W. front, where the deep 13th cent. arches, though slightly pointed themselves, frame round-headed windows which are perhaps survivals of the 11th cent. façade. The little staircase-tower of the N. transept is a charming example of 12th cent. work. In 1922 the cupola over the crossing fell in, and restoration is still in progress. The interior is noteworthy for the various styles of vaulting. Behind the altar is the *Tomb of the 5th cent. hermit St. Junian, a fine example of 12th cent. decoration; and in the S. aisle is the brass of Martial Formier (d. 1513), abbot of St. Jean-d'Angély.—56½ m. *St-Victurnien* has a 12–14th cent. church with the tomb of the patron saint.—67 m. *Aixe-sur-Vienne* and thence to (73½ m.) *Limoges* (Montjovis) and (76½ m., 123 km.) *Limoges* (Bénédictins), see p. 280.

From Angoulême to Thiviers, 49 m. (79 km.), railway in 2½ hrs.—To (10 m.) *Le Quéroy-Pranzac*, see p. 313. We diverge to the right from the Limoges line. 18½ m. *Marthon* has two castles, one a ruin of the 12th cent., the other an unfinished 16th cent. building.—We cross the Bandiat on a curved viaduct just before reaching (31½ m., 51 km.) **Nontron** (*Grand-Hôtel*, R. 5, D. 8, pens. 22 fr.), a small cutlery town (2024 inhab.), finely situated above the Bandiat.—36½ m. *St-Pardoux-la-Rivière*, on the Dronne, is the junction for light railways to Brantôme and Périgueux (p. 337) and to (24 m.) *St-Mathieu*, on the light railway from Limoges to Rochechouart (p. 334).—44½ m. *St-Jean-de-Côle* has an interesting 11th cent. church, formerly the chapel of an Augustinian priory.—49 m. (79 km.) *Thiviers*, see p. 334.

From Angoulême to Mussidan, 61 m. (98 km.), railway in 3½–4 hrs.; carriages are changed at Ribérac.—To (6½ m.) *Magnac-Touvre*, see p. 313. We diverge from the Limoges line and mount the Echelle valley.—9 m. *Garat*, having itself a fine church (12–15th cent.), is the station for *Dirac*, 1½ m. S. and *Puymoyen*, 4 m. S.W., whose churches are interesting examples of the local Romanesque style.—17½ m. *Rougnac-Charras* serves two villages with 11–12th cent. churches. —25½ m. *Mareuil-Goûts*, for the old baronial stronghold of *Mareuil-sur-Belle*, 2 m. N.E.—At (38½ m.) *Celles-Villetoureix* we cross the Dronne.—42 m. (68 km.) **Ribérac**, see p. 338.—The church of (51½ m.) *St-Vincent-de-Connezac* contains an old copy of Raphael's 'Disputa.'—61 m. (98 km.) *Mussidan*, see p. 340.

The light railway from Angoulême to (38½ m.) *Matha* (p. 317) passes (5½ m.) *Fléac*, with a notable 12th cent. church, and (23 m.) *Rouillac*, served also by the line from Luxé to Jarnac (p. 311).

The country served by the light railway from Angoulême to (30 m.) *Barbézieux* (p. 321) is especially interesting to the lover of architecture. The 12th cent. churches of (8½ m.) *Roullet*, (11 m.) *Claix*, (12½ m.) *Plassac*, and (19 m.) *Blanzac* are all worthy of study.—Other light railways run to (43 m.) *Roumazières* (see above), viâ Magnac (p. 313), Le Quéroy (see above) and (21 m.) *Montbron* (fine 12th cent. church); and to (53 m.) *Confolens* (p. 311) viâ (20 m.) *St-Angeau*


Anc. Abbaye de St Cybard
Rochefort, Cognac, Jarnac
St Jean d'An
A
Nouv.x Abattoirs
Min.de Fregeneuil
R. de Basseau
R. Montausier
Pont de St Cybard
FAUB
ST CYBAR
Anc.s Abattoirs
Machines
Hydrauliqu
1
Ecole de Théologie
FAUBOURG
Grotte de St Cybard
Chapelle
LYCÉE (Garçons)
Rempart
Rue
Rampe
Eglise Ste Ausone
Ste Ausone
Vers Blanzac
Route de Bordeaux
R. Turgot
R. de l'Hôpital
HÔTEL-DIEU
Pl. du Minage
ST EAUSONE
Asile municipal
R. du Pont Vechitot
Ecoles et Asile
R. Fénelon
Collège de Filles
Ancien Evêché Musée de Sculpture et de Peinture
CATHÉDRALE ST PIERRE
Poste et Télégr.
PLACE DU MURIER
Coutras, Bordeaux
Rempart
FAUBOURG
Chambre de Commerce
Monument Carnot
Statue du Dr Bouilhaud
Rue St Martin
Rue Wattebled
Rousseau
Chemin
ST MARTIN
Orphelinat
R. d'Austerlitz
Rue de St Martin
Rue de Stillac
R. Parmentier
R. de la Préfecture
Boulv.d
Cognac
Saintes
Anguienne R.
Clérac
R. la Quintinie
R. Montmorenc
Pont de Vars
A
B Coutras, Bordeaux

D
E
N.
ANGOULÊME
Tramways
Mètres
0 100 200 300
Scale of Yards
0 100 200 300
1
ILE BOURGINE
CHARENTE RIV.
MARQUET
Port de l'Houmeau
Fontaine du Lizier
R. Truffière
R. du Gond
R. Trousset
Route de Ruffec
Halle au blé
St Jacques
Pl. de l'Houmeau
Route de Limoges
Ruelle
Limoges
FAUBOURG
DE L'HOUMEAU
Rue de Paris
R. du Port
R. de la Gare
R. des Sons
Pensionnat
Lits militaires
(Marchandises)
Gaz
Electricité
R. de la Cordière
R. du Viaduc
R. de la Rochefoucauld
R. Denis Papin
GARE (ORLEANS)
GARE DES CH. DE FER DEPART.
Roullac
Limoges
Gambetta
Palet à l'Houmeau
R. de l'Houmeau
GARE (ÉTAT)
Embranch.t de l'Arsenal
Avenue
Gare des Chins de fer économ.s
Grand Font
Boulevard de la Boutd République
Caisse d'épargne
ancien Seminre
Martial
R. d'Aquesseaux
R. St Martial
CHAMP DE MARS
Rue St Roch
Caserne de Gendarm.ie
Thiers
PRISONS
3
Remp.t de l'Est
Rue
FAUBOURG
R. des Bézines
Asile comm.l
Ecole
Périgueux
Combe Rabilleau
Pl. de la Bussatte
R. des Boissières
Rue Saint Roch
DE LA BUSSATTE
R. de Gaudiche
R. Corneau
Montogis
4
R. Basse de Lavalette
R. de Lavalette
R. de la Tour
R. Marot
Route de Périgueux
R. de Chateaubr.d
R. Alfred de Vigny
Bd d'Alsace-Lorraine
Bd Liédot
Ecole d'Artillerie
Caserne d'Inf.ie
D
E
Périgueux

(junction for Luxé, p. 311), 26 m. *Cellefrouin*, which has a 12th cent. *Lanterne des Morts and an interesting church, and (34 m.) *Champagne-Mouton* (p. 311).

From Angoulême to *Cognac* and *Saintes*, see p. 319.

Quitting Angoulême, the Bordeaux railway tunnels beneath the city and crosses the Anguienne.—284 m. *La Couronne* has a 12th cent. church, with a curious central tower, and the beautiful ruins of an abbey church (1171–94), both on the right.—287½ m. *Mouthiers-sur-Boëme* has a 16th cent. castle (r.) and a Romanesque church (l.).—292 m. *Charmant* is connected by light railway with (8 m.) *Blanzac* (p. 314) and with (7½ m.) *Villebois-la-Valette*.—300 m. *Montmoreau* is dominated by its 16th cent. château (r.).—From (310½ m.) *Chalais*, which has an old castle and church (r.), a tramway runs to (20½ m.) Barbézieux (p. 321).—313½ m. *Parcoul-Médillac*, junction for Ribérac and Périgueux (p. 338).—Beyond (319 m.) *St-Aigulin-la-Roche-Chalais*, junction for Montendre (p. 321), we cross the Dronne.—330 m. (531 km.) **Coutras** (*Buffet ; Hôt. de la Paix ; du Louvre*), a town of one long street (3300 inhab.), was the scene of a victory of Henri of Navarre over the troops of Henri III (1587). The 15th cent. church has been recently rebuilt. Near the modern town hall is a Renaissance well-head, the last remnant of the château.

The branch line from Coutras to (18⅜ m.) *St-Mariens* (p. 321) passes (4½ m.) *Guîtres*, which has a 12–13th cent. *Church and an old town hall, and (12½ m.) *Marcenais* (p. 316).—From Coutras to *Périgueux*, see p. 340.

We cross the Isle and descend its valley. —339½ m. (547 km.) **Libourne** (*Buffet ; Hôt. Loubat*, R. 8, D. 11, pens. 25 fr.; *de France*) is a regularly built bastide (15,328 inhab.) at the confluence of the Isle with the Dordogne. It was founded in 1286 by Edward I of England, and the castle was then built by Roger of Leybourne, seneschal of Gascony, who gave the town his name. It was a favourite residence of the Black Prince, and his son, afterwards Richard II, was born here in 1367. Libourne was the scene of the exile of the Parliament of Bordeaux (see p. 323). Few old buildings have survived, but the *Grand'Place*, with the *Hôtel de Ville*, is a pleasing group of 16th cent. buildings, and the church of *St-Jean-Baptiste* dates partly from the 15th century. The Dordogne bridge, below which the river is navigable for ocean-going vessels, is an imposing structure of the First Empire. A little S. are the remains of *Condatis Portus*, a small Roman port mentioned by Ausonius.

Tramways run from Libourne to (11 m.) *Puisséguin* and to (13 m.) *St-André-de-Cubzac* (p. 321). The latter line passes (2½ m.) *Fronsac*, an ancient town on the Dordogne opposite Libourne, dominated by the Tertre de Fronsac on which once stood a celebrated stronghold of Charlemagne. The summit commands a fine view of the valleys of the Dordogne and the Isle, especially interesting when the tidal 'bore' is ascending the Dordogne.

From Libourne to Bergerac and Le Buisson, 61 m. (98 km.), railway in 2½–3 hrs. ascending the Dordogne valley; to *Bergerac*, 38 m. (61 km.) in 1¼–2 hrs. (18 fr. 75, 12 fr. 25, 7 fr. 70 c.).—5 m. **St-Emilion** (*Hôt. Plaisance*, beside the belfry, L. 12½ fr.), famous for its wines, is a curious old town standing on a steep hill 1 m. N. of the station. The Rue Guadet, by

which we ascend, traverses the whole town, passing (l.) a house (tablet) once the hiding-place of seven Girondins who were discovered and guillotined in 1794. At the farther end of the Rue Guadet we leave on the right the remains of the *Palais Cardinal* (13th cent.) and skirt the moat to the left; on the right is a fragment of an early Gothic building called the *Grosse Muraille*. We soon reach the 12th cent. *Collegiate Church, with fine doorways, two domed bays, and a late 13th cent. choir. On its S. side is a beautiful 13th cent. cloister (gratuity). The *Château du Roi*, built by Louis VIII (1225), is conspicuous on the right. Just beyond the church is the fine *Belfry* (13th cent., with a 15th cent. spire). A steep lane on the right beyond the belfry descends to the *Eglise Monolithe (key at the wreath shop opposite), hewn out of the cliff by the disciples of St Emilion, who lived in the 8th cent. in the adjoining *Hermitage* (gratuity), now surmounted by a 12th cent. chapel. A lane opposite ascends through the 14th cent. *Arc de la Cadène* to the Rue Guadet, beyond which are the attractive ruins of a *Franciscan Convent* (15–17th cent.).—11 m. *Castillon* (Hôt. de la Boule-d'Or) was the scene of the final defeat of the English in Guyenne and of the death of John Talbot, Earl of Shrewsbury (1388–1453), Shakespeare's "Old John Talbot" (Henry VI, pt. i), "who was so renowned in France that no man in that kingdom dared to encounter him in single combat."—About 2 m. N. of (14½ m.) *La Mothe-Montravel* is the **Château de Montaigne** (14–16th cent.), the home of Michel de Montaigne (1533–92), the immortal essayist. On written application to the proprietor (M. le Baron de Lostende), the pious pilgrim is shown the tower, with the chapel on the ground floor, the bedroom above, and, on the third story, the famous round library, so minutely described in the 'Essais' (III. 3), with its three windows and its five shelves of books all in full view of the writing-table.—24 m. *Ste-Foy-la-Grande* (Grand Hôtel) was a Protestant stronghold in the 16th cent. and preserves a few old houses. It was the birthplace of Elisée Reclus (1830–1905), the socialist geographer.—38 m. (61 km.) **Bergerac** (*Hôt. de Londres; de Bordeaux*, R. 7, D. 8½, pens. 21 fr.; *Family-Hôtel*) is an important centre of the wine-trade (13,149 inhab.). Cyrano de Bergerac (1619–55), the duellist and author and the hero of Rostand's romantic play, though descended from an old family of Périgord, lived and died in Paris. The peace of Bergerac (1577) was an abortive attempt to end the Religious Wars. From Bergerac to Mussidan and to Marmande, see p. 310.—At (45½ m.) *St-Capraise-de-Lalinde* is a powerful hydro-electric station which transmits power to Bordeaux, Périgueux, and Angoulême.—49 m. *Couze* has a 12–13th cent. church.—51 m. *Lalinde* (Hôt. du Périgord) is a bastide between the winding Dordogne and a navigation canal.—56 m. *Trémolat* has an 11th cent. *Church.—61 m. (98 km.) *Le Buisson*, see p. 338.

From Libourne another line runs to (18½ m.) *St-Mariens* (p. 315), joining the line from Coutras at (12½ m.) *Marcenais* (p. 315).

The Bordeaux railway crosses the winding Dordogne on a long bridge; Fronsac (p. 315) is conspicuous on the right. The tongue of land between the Dordogne and the Garonne, called *Entre-Deux-Mers*, is covered with vineyards and dotted with the country villas of the Bordeaux merchants.—345 m. *Vayres* has a 13th cent. and Renaissance château (r.).—353 m. *La Grave-d'Ambarès* (Orléans Sta.; comp. p. 321).—356½ m. *Bassens* (comp. p. 328), junction for (2 m.) *Bassens-Bellerive*.—359 m. *Lormont*, see p. 328. The line divides, the slow trains running to (361½ m., 582 km.) **Bordeaux-Bastide** on the left bank of the Garonne, while the express trains passing (361 m.) *Bordeaux-Benauge*, cross the Garonne by a tubular bridge. The Tour St-Michel and the twin spires of the cathedral stand out on the right.—365 m. (588 km.) **Bordeaux** (Gare St-Jean), see p. 321.

B. Viâ Saintes

Railway, 382 m. (615 km.) from the Gare Montparnasse in 10½–12 hrs. (180 fr. 80, 118 fr. 10, 74 fr. 40 c.); to *Saintes*, 303½ m. (489 km.) in 8–9¼ hrs. (150 fr. 35, 98 fr. 20, 61 fr. 85 c.).

Road viâ Niort, 371 m. (597 km.). To (253 m., 407 km.) **Niort**, see the *Blue Guide to North-Western France*.—279 m. (449 km.) **St-Jean-d'Angély** (see below).—295 m. (475 km.) **Saintes** (p. 318).—308 m. (496 km.) *Po s* (p. 320).—321½ m. (519 km.) *Mirambeau* (p. 320).—341 m. (549 km.) *Blaye* (p. 321).—357 m. (575 km.) *St-André-de-Cubzac* (p. 321).—371 m. (597 km.) **Bordeaux** (p. 321).

From Paris viâ Chartres and Saumur to (258 m., 415 km.) *Niort*, see the *Blue Guide to North-Western France*.—Beyond Niort the line traverses a featureless plain. At (256 m.) *Aiffres* the line to Ruffec (p. 311) diverges on the left. The succeeding stations are of little importance.—284 m *St-Denis-du-Pin* has a curious 15th cent. belfry (r.).

288 m. (464 km.) **ST-JEAN-D'ANGÉLY** (*Hôt. du Chalet*, R. 6, D. 8, pens, 21 fr., *de la Paix*, at the station; *de la Poste*), a town of 5941 inhab., is famous as one of the chief strongholds of Protestantism in France. The wealthy Benedictine abbey here was completely destroyed by the Huguenots in 1568, and the townsmen were not finally subdued until 1621, when Louis XIII took the town and destroyed the fortifications. Henri I de Condé died here in 1588, and here his posthumous son, Henri II (1588–1649), father of the Grand Condé, was born. In the large central square are the modern Hôtel de Ville and the old market-hall, now a concert room. The Rue de l'Hôtel-de-Ville leads to the Rue de la Grosse-Horloge, which passes beneath the *Tour de l'Horloge*, a relic of the 15th cent. ramparts; in the same street is the **Fontaine du Pilori* (1546), a Renaissance masterpiece transferred hither in 1819 from the château of Brizambourg (see below). The Rue Gambetta (r.) leads to the Place du Minage, with the Post Office; on the left of the square, in the Rue du Collège, are the remnants (13–14th cent.) of the *Abbey*, together with an ambitious 18th cent. reconstruction, which was never finished, and the 19th cent. church. The belfry is formed of two old buttresses connected by a wooden bell-chamber.

Light railways radiate from St-Jean-d'Angély to (20½ m.) *Surgères* (see the *Blue Guide to North-Western France*); to (43 m.) *St-Saviol* (p. 311), viâ (11 m.) *Aulnay*, which has a remarkable 12th cent. *Church with a richly-sculptured façade, and (30 m.) Chef-Boutonne (p. 311); and to (28½ m.) *Cognac* (p. 319) viâ (11 m.) Matha (p. 311) and (19 m.) Burie (p. 320).

An alternative railway route to *Saintes* (p. 318; 18 m.) runs viâ (8 m.) *Grandjean*, the station for (1¼ m. N.) *Fenioux*, which has a charming Romanesque church and a 12th cent. 'lanterne des morts.'—12 m. *Taillebourg*, where this line joins the Nantes-Bordeaux railway, see p. 319.

The railway crosses the Boutonne, navigable by means of locks.—292 m. *Asnières-la-Giraud* has a very early Gothic church.—294 m. *St-Hilaire-Brizambourg*.—Near (297½ m.) *Douhet-Ecoyeux* are the remains of a Roman aqueduct which

is continued at (300½ m.) *Fontcouverte*. Beyond a tunnel we emerge high above the Charente valley.

303½ m. (489 km.) **SAINTES,** on the Charente, is the capital (16,373 inhab.) of the old province of *Saintonge*. It is particularly interesting for its Roman remains.

Hotels. Du Commerce (Pl. c; D 2), R. 7, D. 8½ pens., 23 fr., des Messageries (Pl. b; D 2), R. 8, D. 8, pens. 24 fr., in the Rue des Messageries; du Palais (Pl. a; C 2), Square du Palais-de-Justice; Terminus, at the station, R. 8, D. 10 fr.; de la Couronne, 11 Quai de la République (Pl. D 2); de la Cloche, Cours National (Pl. B 2).

Post Office (Pl. D 2), 28–30 Cours National (about to be removed nearer the bridge).—Syndicat d'Initiative, in front of the Palais de Justice.

History. Saintes, formerly written *Xaintes*, was in Roman times an important city, the capital of the Gaulish Santones. Its Roman name was *Mediolanum*, but, as so often in France, the name of the tribe has replaced that of the city. Saintes flourished under the dukes of Aquitaine and passed with their duchy to England. In 1242 St. Louis here inflicted a decisive defeat on Henry III, followed in 1259 by the treaty of Xaintes, in which the English king abandoned his claim to the duchy of Normandy.

The Avenue Gambetta or Route d'Angoulême leads straight from the station across the Charente to the Cours National (Pl. B–D 2), the main thoroughfare of Saintes. Just before crossing the bridge we pass on the left the tree-planted Place Bassompierre (Pl. D 2), in which are a statue of the potter Bernard Palissy, who produced his earliest enamel-ware at Saintes in 1542, and the so-called **Arc de Germanicus,** a Roman votive arch erected in honour of Tiberius and Drusus Germanicus. It stood on the Roman bridge until the latter was demolished in 1845.

The Rue de l'Arc-de-Triomphe leads hence to the former abbey of Notre-Dame, now occupied by barracks (Pl. E 3). At the entrance is the 12–13th cent. church of *St-Pallais*, and in the courtyard is the 11–12th cent. church of ***Notre Dame,** notable for its fine façade, typical of Romanesque architecture in Saintonge, and for its square tower, which bears a cupola like that of Périgueux. The interior, which is to be restored, preserves some good capitals.

From the Cours National the Rue d'Alsace-Lorraine leads (l.) past the *Library*, which incorporates the 16th cent. tower and some 18th cent. details of the old town hall. In the Grande-Rue Victor-Hugo on the left the *Hôtel des Sociétés* occupies a building of 1605, while in the Rue des Jacobins (r.) is a fine Flamboyant window. The church of ***St-Pierre** (Pl. C 3), the cathedral until the Revolution, is a fragmentary but interesting building of various dates.

Little remains of the Romanesque church of Bp. Pierre de Confolens (1117–27) save the transepts, and they are greatly altered. The main body of the church was wrecked by the Huguenots in 1568, and the present nave is an inadequate building of 1582–85. The most interesting parts of the building date from the reconstruction (1426–60) by Bp. Guy de Rochechouart, and include the lateral chapels, the tower, and some isolated buttresses. The 'vis torte' in the S.W. corner is a spiral staircase (apply to the sacristan) of elaborate construction, recalling the 'vis de St-Gilles' (p. 117). The brick vault of the nave was lowered in the 18th cent. and gives to the interior a disagreeable impression of clumsiness.

The Rue de l'Hôtel-de-Ville goes on, passing (l.) the 17th cent. door of the *Hôtel d'Argenson* and (r.) the *Sous-*

Préfecture and the *Hôtel de Ville*. The last contains the departmental collection of painting and archæology (adm. 8·30–10.30 and 12.–4.30 on application). We regain the river at the Place Blair; the corner on the left is occupied by the 18th cent. *Hôtel Mauconseil*, which contains the *Musée Métreau* (Pl. C 3; open in the afternoon, Mon. and Sat. excepted), an interesting collection of local antiquities. Turning away from the river at the farther end of the Place Blair, we follow the Rue de l'Aubarrée and its continuations to the church of ***St-Eutrope** (Pl. A 3), dedicated to the first bishop of Saintes (1st or 3rd cent.). Consecrated in 1096, it lost its nave in the Religious Wars, but its original choir is now the nave, while the present choir and steeple (190 ft.) are 15th cent. additions. The *Crypt (adm. on application at 32 Rue St-Eutrope) is the largest in France after that of Chartres. It has good capitals and contains the tomb of St. Eutropius, rediscovered when the crypt was cleared of débris in 1843.—Beyond St-Eutrope the Rue des Arènes (r.) and a path to the left bring us to the **Roman Amphitheatre** or *Arènes* (Pl. A 2), constructed at the bottom of a small valley. It measures 415 ft. by 335 ft., with an arena 174 ft. long and 128 ft. wide, and appears to date from the late 1st or early 2nd cent. A.D. Little now remains except some arches and staircases on the N. and W. sides.

Other Roman ruins include those of a hypogeum in the Rue du Coteau (Pl. A 2–3) and the remains of a bath-house at St-Saloine (Pl. B 1).

From Saintes to Rochefort, 27½ m. (44 km.), railway in ½–1¼ hr. (13 fr. 55, 8 fr. 85, 5 fr. 55 c.). This line is part of the route followed by through expresses from Bordeaux to La Rochelle and Nantes.—We follow the valley of the Charente.—6½ m. *Taillebourg*, with an imposing but much-battered castle, is famous for the victories of Charlemagne over the Saracens (808) and of St. Louis over the English in 1242. Branch lines run to St-Jean-d'Angély (p. 317) and to (10½ m.) St-Porchaire (p. 320).—10½ m. *St-Savinien* (Hôt. du Lion-d'Or), which has a 15th cent. chapel and a church with a Romanesque front, is noted for its stone quarries, which extend for 1½ m. underground.—21 m. *Cabariot* is the junction for Le Chapus and the Île d'Oléron.—23½ m. *Tonnay-Charente* and thence to (27½ m., 44 km.) *Rochefort*, see the *Blue Guide to North-Western France*.

From Saintes to Royan, 23 m. (37 km.), railway in 1¼–1½ hr. (11 fr. 40, 7 fr. 45, 4 fr. 70 c.); through carriages from Paris to Royan.—At (17½ m.) *Saujon* we join the line from Bordeaux viâ Pons (see p. 331); railways to La Grève and Marennes, see p. 331.—23 m. *Royan*, see p. 331. For another route (44 m.), viâ Pons, see pp. 320, 331.

From Saintes to Angoulême, 48½ m. (78 km.), railway in 1½–3 hrs. (24 fr., 15 fr. 65, 9 fr. 85 c.). Following the Bordeaux line to (6 m.) *Beillant* (p. 320) we cross the Charente and ascend its left bank.—14 m. *Merpins* has a church partly of the 10th century.

17 m. (27 km.) **Cognac** (*Buffet; Grand-Hôt. de Londres*, R. 8, L. or D. 10, pens. 25 fr., Place François-Premier; *d'Orléans*, R. 8, L. 9, D. 9½, pens. 24 fr., Rue d'Angoulême; *du Commerce*, Av. Victor-Hugo) is famous as the birthplace of Francis I (1494–1547) and as the chief centre (18,131 inhab.) of the brandy-trade of the Charente. In the centre of the town is the church of St-Léger, a florid Romanesque building with 16th cent. and later additions, notably the rose-window which breaks the design of the W. front. The top story was added to the tower in the 18th century. To the W. of the church, between it and the Charente, is the old town with its quaint houses, and along the river are the *Chais*, or brandy warehouses, most important of which are the establishments of Messrs. Martell and Hennessy. A little below the bridge is the 15–16th cent. *Château* (now a warehouse) where Francis I was born, the best part of

which is a fine old gateway. At the N. end of the town is the beautifully wooded *Parc François-Premier*.—The fine Romanesque church of *Châtres*, 5½ m. E., near the Charente, is now a barn.

A light railway runs from Cognac to (27½ m.) Barbézieux (p. 321) viâ (8½ m.) *Segonzac* (see below), and (14 m.) *St-Fort-sur-Né*, which has a remarkable *Dolmen, and joins the line from Pons at (18 m.) *Archiac* (p. 321.)—From Cognac to Matha and St-Jean-d'Angély, see p. 317.

Leaving Cognac the railway traverses the *Champagne de Cognac*, where the best grapes for eau-de-vie are grown, roughly included in the triangle Cognac-Châteauneuf-Barbézieux.—23 m. *Bourg-Charente* has a good 11–12th cent. church with a domed vault.—25½ m. (41 km.) **Jarnac** (3753 inhab.; *Hôt. de France*) is celebrated for the battle of 1569 in which Louis I de Condé, uncle of Henri IV, was treacherously slain. The battlefield, with a pyramid in memory of Condé, lies 1½ m. N.E., near *Bassac*, which has a fine church (11–17th cent.). The expression 'coup de Jarnac' refers to a duel (1547) in which the Seigneur de Jarnac vanquished his adversary by a backward stroke. Light railways run to Luxé viâ Rouillac (see p. 311) and to (5 m.) *Segonzac*, which has an interesting crypt and belfry.—34 m. **Châteauneuf-sur-Charente** (1770 inhab.; *Hôt. du Soleil-d'Or*, R. 6, D. 7½ fr.) has a fine Romanesque and Gothic *Church. Railway to St-Mariens, see p. 321.—45½ m. *St-Michel-sur-Charente* has a remarkable eight-sided *Church (1137), spoilt by Abadie's restoration.—48½ m. (78 km.) *Angoulême*, see p. 312.

From Saintes to Marennes, 30½ m. (49 km.), light railway in 2½ hrs. The trains start from the Cours Reverseaux (Pl. B 2).—13 m. *St-Porchaire*, whence a branch line runs to Taillebourg (p. 319), has a transitional church (12–13th cent.) with three portals.—18 m. *Pont-l'Abbé-d'Arnoult* has an abbey *Church of the 13th and 15th centuries.—22 m. *St-Jean-d'Angle*. *St-Symphorien*, 2 m. S., has a good early Romanesque church.—28 m. *St-Just-Luzac*, junction for Saujon (p. 331).—30½ m. *Marennes*, see the *Blue Guide to North-Western France*.

From Saintes to St-Fort, 25½ m. (41 km.), light railway in 2½ hrs.—At (15 m.) *Gémozac-Etat* we cross the line from Pons to Royan (p. 331).—21 m. *Touvent* is the junction for (2½ m.) *Mortagne-sur-Gironde*, a picturesque little port overlooking the estuary.—25½ m. *St-Fort-sur-Gironde*, with a curious church (11th and 15th cent.) is the junction for (3 m.) *Port-Maubert*. The railway goes on to Jonzac (p. 321).

The light railway from Saintes to (13½ m.) *Burie* connects with the line from Cognac to Matha (p. 317).

Beyond Saintes the Bordeaux railway ascends the right bank of the Charente, crossing the river at (309½ m.) *Beillant*, junction for Angoulême (see p. 319).—318½ m. (513 km.) **Pons** (*Buffet; Hôt. de Bordeaux*), a picturesque old town (3164 inhab.) on the Seugne, has a fine feudal **Castle* (12th cent. keep; 15–17th cent. buildings occupied by the Hôtel de Ville), and, in the S. suburb of St-Vivien, the old priory **Chapel of St-Vivien* (11th cent. façade), beyond which a 12th cent. bridge, across the main Bordeaux road, connects the hospital with the former church of St-Martin. To the W. are the ruins (13th and 16th cent.) of the *Château de St-Maury*, the birthplace of Agrippa d'Aubigné (1552–1630), the Protestant poet and grandfather of Mme. de Maintenon, while to the E., near the station, is the charming Renaissance **Château d'Usson*.

From Pons to St-Ciers, 25½ m. (41 km.), light railway in 2¼–2½ hrs.—7 m. *St-Genis-de-Saintonge*.—8 m. *Plassac* has a huge 18th cent. château.—12 m. *La Bergerie* is also on the line from Jonzac to St-Fort (p. 321).—15 m. *Mirambeau*, finely placed on a hill, is the junction for Montendre (p. 321).—25½ m. *St-Ciers-sur-Gironde*, see p. 321.—Another light railway runs from Pons to (13 m.) *Archiac* (p. 321), passing the charming Renaissance church of (7 m.) *Lonzac*.

From Pons to *Royan* see p. 331.

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324 m. *Mosnac* and (326½ m.) *Clion*, between which we cross the Seugne, have interesting churches.—331 m. **Jonzac** (2150 inhab.; *Hôt. de l'Ecu*, R. 7, D. 8½ fr.), junction for light railways to *St-Fort* (17 m.; p. 320) viâ La Bergerie, and to *Archiac* (9½ m.; p. 320), has another fine castle (14–15th cent.), now traversed by a public thoroughfare.—344 m. *Montendre* (Hôt. du Bœuf-Couronné) stands on a hill commanding a view across the Gironde.

Light railways run to (14 m.) *Mirambeau* (p. 320) and to (23 m.) *St-Aigulin* (p. 315); the latter runs viâ (9½ m.) *Orignolles* (see below) and (12½ m.) *Montguyon*, which has an imposing castle (12–15th cent.).

The line now traverses a monotonous district of 'landes' (comp. p. 341) diversified by pine-woods.—354 m. *St-Mariens-St-Yzan* (Buffet) is a railway junction of some importance.

From St-Mariens to Châteauneuf, 43 m. (69 km.), railway in 3–3½ hrs.—At (12 m.) *Orignolles-Montguyon* we cross the line from Montendre to St-Aigulin (see above).—31 m. (50 km.) **Barbézieux** (3037 inhab.; *Hôt. de la Boule-d'Or*; *des Deux-Charentes*) crowns a hill between two small valleys. The church of *St-Mathias* has an 11th cent. nave and an 18th cent. front incorporating a Gothic doorway. The theatre and museums occupy the remains of the *Castle*. Light railways run to Angoulême (p. 312), to Chalais (p. 315), and to Cognac (p. 319).—We go on across the Né.—43 m. *Châteauneuf-sur-Charente*, see p. 320.

Another branch line runs from St-Mariens to (15½ m.) **Blaye** (3378 inhab.; *Hôt. Bellevue*), most of whose old buildings, including the basilica in which the paladin Roland was buried, were sacrificed to Vauban's citadel (1685). The view across the Gironde (steamers to Bordeaux, p. 323) is attractive. Railway to St-André-de-Cubzac and St-Ciers, see below.

From St-Mariens to *Coutras*, see p. 315; to *Libourne*, see p. 316.

363 m. *Aubie-St-Antoine* has a five-sided church tower.—365 m. *St-André-de-Cubzac* has a 12th cent. church.

A light railway runs hence to (18½ m.) Blaye (see above) and (33 m.) *St-Ciers-sur-Gironde* (p. 321), passing (8 m.) *Bourg-sur-Gironde* (Hôt. de France et de la Paix), an ancient little town (1233 inhab.) overlooking the confluence of the Dordogne and the Garonne which unite to form the Gironde. Its chequered history is summarised on a tablet affixed to the Porte Batailleyre, between the upper and lower towns.—From St-André to *Libourne*, see p. 315.

Beyond (367 m.) *Cubzac-les-Ponts* we cross the Dordogne by a trellis bridge, 1844 ft. long, ½ m. above which is the bridge carrying the Paris–Bordeaux road.—370 m. *La Grave-d'Ambarès-Etat* (comp. p. 316).—372½ m. *Ste-Eulalie-Carbon-Blanc*.—At (377½ m.) *Bordeaux-Benauge* the line divides, the slow trains running to (379 m., 610 km.) *Bordeaux* (Gare de l'Etat), while the express trains cross the Gironde for (382 m., 615 km.), **Bordeaux** (Gare St-Jean).

42. BORDEAUX AND THE GIRONDE

BORDEAUX, the fourth largest town in France (260,672 inhab.), and the third most important port (after Marseilles and Havre), is the chief town of the department of the *Gironde* and the capital of the old province of *Guyenne*. It stands on the left bank of the Garonne, 15 m. above its junction with the Dordogne and 60 m. from the Atlantic. The

river, which makes a sweeping curve in front of the town, is 550–750 yds. wide and forms a splendid harbour below the town for the numerous vessels engaged in the wine-trade, by far the most important of the enterprises of Bordeaux. The town itself, with its imposing frontage of quays 5 m. long, is built in the grand manner of the 18th cent.; the streets and squares of the central quarter are skilfully laid out and compare in dignity and symmetry with Nancy and Versailles.

Railway Stations. *Gare St-Jean* (beyond Pl. D 2), with hotel and buffet, is the chief station of the Midi Railway and the station for express trains also of the Etat and Orléans Railways.—*Gare de la Bastide* (Pl. C 3), for slow trains of the Orléans Railway (Angoulême, Périgueux, Bergerac, etc.) and for some express trains to Bergerac and Périgueux.—*Gare de l'Etat* (Pl. D 3), for slow trains of the Etat Railway (Saintes, etc.).—*Gare du Médoc* or *St-Louis* (beyond Pl. A 2), for trains to Lesparre, Pointe-de-Grave, Lacanau, etc.—*Gare de Benauge*, a suburban station on the Etat and Orléans lines, for electric trains to Camarsac.—*Gare de Cadillac* (adjoining the Gare de l'Etat) for the light railway to Cadillac.

Hotels. *Grand-Hôtel de Bordeaux (Pl. a; B 2, 3), Place de la Comédie, a first class house, 100 R., R. 14, L. 16, D. 17 fr.; *Terminus, at the Gare St-Jean, 120 R., R. 12, L. 15, D. 16 fr.; *De Bayonne (Pl. b; B 2). 14 Rue Mautrec, R. 10 fr.; du Chapon-Fin (Pl. d; B 2), 3–7 Rue Montesquieu, R. 14 fr.; Continental (Pl. c; B 2), 10 Rue Montesquieu, R. 10, L. or D. 10 fr.; du Faisan, Régina, Gare St-Jean, R. 10 fr.; de Sèze (Pl. e; B 3), 7 Rue de Sèze.

Less expensive: Bristol (Pl. g; B 2), 4 Rue Franklin, R. 16, D. 12, pens. 36 fr.; des Américains (Pl. h; B 3), 4 Rue de Condé, R. 10, L. or D. 8½, pens. 25 fr.; des Pyrénées (Pl. i; C 3), 12 Rue St-Rémy, R. 7, L. or D. 8, pens. 20 fr.; Commercial, Franc-Comtois, du Printemps, du Périgord, R. 8–10, L. or D. 6½–8 fr.; pens. 25 fr., facing the Gare St-Jean; Français (Pl. j; B 2), 12 Rue du Temple, R. 10 fr.

Simple hotels: De la Poste (Pl. k; B 2), 64 Rue de la Porte-Dijeaux, R. 6, D. 4 fr.; de la Madeleine (Pl. n; C 1), 32 Cours Pasteur, R. or D. 5 fr.; de la Gerbe-d'Or (Pl. p; D 3), 3 Place Bourgogne, R. 8, D. 8½, pens. 25 fr.

Hôtels Meublés. *Montré (Pl. z; B 2), 4 Rue Montesquieu, 155 R. from 10 fr.; Métropole (Pl. w; B 3), 2 Rue Condé, R. 14 fr.; *De Nice (Pl. y; B 3), Place du Chapelet, R. 10 fr.; de Normandie (Pl. x; B 3), Place des Quinconces, R. 8 fr.; and many others.

Restaurants at the *Hôtels* *Chapon-Fin, Bordeaux, Bayonne, Métropole, Continental*, etc. Also, *De Paris, Gruber, Romano*, Allées de Tourny; *Coq d'Or*, Rue Montesquieu; at the *Casino des Quinconces; Red Lion*, Rue G.-Brochon; *Château-Trompette*, Rue du Château-Trompette; *Jane et Madeleine*, 3 Rue Buffon (Marché des Grands-Hommes); etc.

Confectioners. *Darricau*, 8 Place Gambetta; *Café Glacier*, Allées de Tourny.

Post Office (Pl. A 2), Rue du Palais-Gallien (telegraph office open always).—Syndicat d'Initiative, 7 Cours G. Clemenceau; information bureau outside the Gare St-Jean.

Banks. *Banque de France*, 15 Rue Esprit-des-Lois; *Comptoir d'Escompte*, 10 Allées de Tourny; *Crédit Lyonnais, Société Générale*, 13 and 28 Cours de l'Intendance; *Barclay's*, 4 Rue Esprit-des-Lois; *Lloyd's*, 23 Allées de Chartres; *Westminster*, 22 Cours de l'Intendance.

Taxicabs, 2 fr. on hiring, then 1 fr. 25 c. per km.; 1 fr. extra at night.—Luggage, 50 c. per article or per 30 kg. (66 lbs.).—Smaller taxicabs (2 seats) start at 75 c.

Tramways. Fare 25 c. within town limits, 35 c. on Sun. and holidays. The principal services radiate from the *Place de Richelieu* (Pl. B 3) to all parts of the town, the most important being those along the quays to the Gare St-Jean (name board *Midi*); to the Boul. Victor-Emmanuel III (*Somme* or *Argonne*) or to the Boul. George V (*St-Genès* or *Pessac*) for the Cathedral; to the Boul. Prés.-Wilson (*Prés.-Wilson* or *Parc*) for St-Seurin and the Parc Bordelais; to the Docks along the W. quays (*Bassin à Flot* or *Achard*).—Other important services are the

semicircular routes from the Gare St-Jean round the Cours (*Bacalan* or *Médoc*); and from the Quai de Brienne round the outer Boulevards (*Chartrons*).

Suburban Services from the Gare St-Jean to *Lormont* (p. 328; 40 c.), crossing the Pont de Bordeaux; from the Allées de Chartres (green cars) to Haut-Brion and *Alouette* viâ Pessac (alight at 'Réservoir' and turn to the right for the Château Careire, p. 328); to *Gradignan* viâ the Cours Gambetta; to *Léognan* viâ the Route de Toulouse; from the Place du Pont to *Cailleau*; etc.

Steamboats. 'Hirondelles' cross the Garonne between the Place de Richelieu and the Gare de la Bastide (25 c.; 30 c. on Sun.); hourly service in summer from the same pier viâ Bacalan to *Lormont* (p. 328; 60 c., 50 c.), going on 8 times daily to *Bassens* (1 fr.).—Excursion Steamers ply downstream in summer (Sun., Thurs., and holidays) to *Royan* viâ Bourg, Blaye, and Pauillac.—Steamers to *England* and *America*, pp. xxiii, xxiv.

Consulates. *British Consul*, F. Gordon Rule, 90 Cours de Verdun.—*United States Consul*, L. Memminger, 27 Cours du Pavé-des-Chartrons.

English Church (Pl. A 3) *St. Nicholas*, 10 Cours du Pavé-des-Chartrons; services on Sun. at 8.30, 10.30, and 6.

Amusements. *Grand-Théâtre* (Pl. B 3), Place de la Comédie; *Théâtre Français*, Rue Montesquieu; *Théâtre Fémina*, Cours de l'Intendance.—Music Halls. *Alhambra*, Rue d'Alzon; *Casino* in the Place des Quinconces in summer; *Bouffes Bordelais*, 97 Rue Judaïque; *Apollo*, Rue St-Sernin; *Scala*, Rue Voltaire (Marché des Grands-Hommes).—Arènes du Bouscat, beyond the Parc Bordelais, plays and bull-fights.—Horse Races at Talence on the road to Gradignan, and at the Arènes du Bouscat.

History. Bordeaux has been a flourishing town since Roman times, when, as *Burdigala*, it was capital of the province of Aquitania Secunda. Its prosperity was greatly increased during the English occupation of Guyenne (1154–1453), and was enhanced by the liberties accorded to the town by the English crown. Bordeaux was a favourite residence of the Black Prince, who held his court here in 1356–71. When in 1451 it was captured by Charles VII, the French king unwisely attempted to restrict the civic liberties, so that the Bordelais welcomed the English with open arms on their return. The battle of Castillon in 1453, however, ended the English domination in the province, and Louis XI, unlike his father, encouraged the citizens by organising the Parliament of Guyenne and the University. Subsequent monarchs, however, were less far-sighted and the Bordelais rebelled in 1548 against the 'gabelle' or salt-tax, and were the chief supporters of the Fronde insurrection in the 17th cent., when the town withstood a memorable siege by the troops of Mazarin and Louis XIV. The 18th cent. saw a great expansion of the commerce of Bordeaux; the governors and intendants appointed by the crown, especially Aubert de Tourny, spent considerable sums on the embellishment of the city, but in 1787 the Parliament was banished to Libourne as a punishment for having failed to ratify the edict establishing provincial assemblies at the expense of the States General. At the Revolution, however, Bordeaux was distinguished for its wise and moderate counsels and its representatives formed the nucleus of the Girondist party. In 1870–71 and again in 1914 the seat of government was transferred from Paris to Bordeaux, and in June, 1917, the first American troops to participate in the Great War landed at the port of Bassens (monument, see p. 330).

Among famous Bordelais are: Ausonius (c. 310–392), the Latin poet; Eleanor of Guyenne (1122–1204), queen of France in 1137–52 and of England in 1152–89; Romain de Sèze (1748–1828), the able defender of Louis XVI; Carle Vernet (1758–1835), the painter; François Magendie (1783–1855), the physiologist; and Rosa Bonheur (1822–99), the painter.

The heart of Bordeaux is the Place de la Comédie (Pl. B 3), on the W. side of which is the ***Grand-Théâtre**, a monumental building by *Louis* (1773–80), one of the finest 18th cent. theatres in existence. The 12 statues of the Muses and Graces, above the colonnade, are by *Berruer*. Above the vestibule is a concert-hall with a ceiling by *Bouguereau*. The

grand staircase, adorned with a statue of Louis, leads to the circular auditorium, the scene of the National Assembly of 1871. The Cours de l'Intendance, lined with fashionable shops, leads hence to the PLACE GAMBETTA (Pl. B 2), a splendid example of Louis-Quinze composition, in one corner of which is the *Porte Dijeaux* (1748). In the centre of the square stood the guillotine on which 300 persons were executed during the Terror.—The Cours du Chapeau-Rouge and the Rue Ste-Catherine, the two chief shopping streets, radiating from the Place de la Comédie, are other fine examples of 18th cent. street architecture. The former leads past the Préfecture to the quay, the latter passes the Place St-Projet, which contains a 15th cent. cross and a wall-fountain of 1737.

The ALLÉES DE TOURNY (Pl. A, B 3), a broad and impressive boulevard, whose trees were destroyed in 1831 and replanted recently, leads to the Place de Tourny, passing the *Gambetta Monument* (1905), by Dalou and Formigé.

The Rue Jean-Jacques Bel leads (l.) to the church of *Notre-Dame* (1684–1707), formerly the chapel of the adjoining Dominican Convent, which now contains the *Musée des Antiques* (Sun. and Thurs. 1–4 or 5; at other times on application) and the *Library* (200,000 vols.; daily except Mon., 8–12, 2–4). The musée contains a lapidary collection, and in the library is an edition of Montaigne's works corrected by the author. The neighbouring *Marché des Grands-Hommes*, in a circular 'place' surrounded by hotels and restaurants and approached by streets named after eminent men, is interesting in the early morning.

In the centre of the Place de Tourny is a statue of Aubert de Tourny (p. 323) by Gaston Leroux (1900). Here is also the *Hôtel de la Marine* (1758–64), to the right from which the short Cours Tournon leads to the Place des Quinconces (Pl. B 3), a magnificent tree-planted promenade laid out in 1818–28 on the site of the *Château Trompette*, a citadel built by Charles VII to control the discontented Bordelais.

In the middle is the ***Monument des Girondins**, by Dumilâtre and Rich (1900), a vigorous composition, with statues of Bordeaux, the Garonne, and the Dordogne, with Eloquence and History surrounding a column surmounted by Liberty and flanked by chariot-fountains drawn by sea-horses.—Among the trees are statues of Montaigne and Montesquieu, and towards the river are figures symbolising Commerce and Navigation.

The Cours du Maréchal-Foch leads from the Quinconces to the Cours de Verdun, on the opposite side of which is the *Jardin Public* (Pl. A 3), laid out by Tourny as a promenade and altered to its present use in 1858. The garden contains a *Colonial Museum* (1–5 or 6, except Fri.) and a *Natural History Museum* (daily, 1–4 or 5).

From the Rue Fondaudège, leading N. from the Place de Tourny, the Rue de la Trésorerie (l.) brings us to the **Palais Gallien** (Pl. A 2), the ruins of a 3rd cent. Roman amphitheatre, of which a number of arches are still standing, though much damage was wrought at the Revolution. The Rue de la Trésorerie goes on to the Rue de la Croix-Blanche (tramway), which leads (l.) to ***St-Seurin** (Pl. A 1, 2), a church built mainly in the 12–14th cent., though the W. porch, masked by a sham Romanesque façade (1828–31), dates from the 11th

century. The S. door, beneath a 16th cent. porch, is an elaborate work of the 13th cent. and the Romanesque towers received their top stories in the 16th (S. tower) and 18th centuries.

The **Interior**, some of whose pillars were cased in stone in 1698, is rather heavy in general effect. The bronze font dates from 1659; in the S. transept is the tomb of Bp. du Sault of Dax (d. 1623). The CHOIR contains good 16th cent. stalls and a bishop's throne (l.), the latter a fine example of 15th cent. stonework. Opposite the throne is a series of alabaster panels (14th cent.) depicting the legendary history of the church, and in a 15th cent. choir-chapel are other carvings of the life of the Virgin. The CRYPT (early 11th cent.?) contains Roman columns, 6th cent. sarcophagi, and several tombs, including the 17th cent. cenotaph of St-Fort.

By the Allées Damour and the Rue Judaïque we regain the Place Gambetta, whence the Cours de l'Intendance leads back to the Place de la Comédie. The Rue Vital-Carles leads from the Cours, passing the *Hôtel Richelieu* (r.), which has served as archbishops' palace and prefecture and was the president's residence in 1914. At the end is the ***Cathedral** (Pl. B 2; *St-André*), standing in a spacious square. The insignificant W. front was formerly close against the town ramparts, but the transeptal fronts, especially that on the N., are fine examples of 15th cent. work. The *Porte Royale*, on the N. side of the nave, is decorated with 13th cent. statues of the first order.

The most striking feature of the **Interior** is the contrast between the nave and choir. The aisleless nave, begun in the 12th cent., is a plain transitional building, noticeable for its breadth; while the huge and lofty choir, with ambulatory and transepts, begun under Bp. Bertrand de Got (1300–05), afterwards Clement V, is one of the most complete examples known of 'Rayonnant' Gothic, corresponding in inspiration to the English Decorated style. The transepts were not finished until the 15th century.—The NAVE contains two reliefs from the destroyed rood-screen (1531), now below the organ, and a few 17–18th cent. paintings, including a Crucifixion, by *Jordaens* (r.). The rose-windows of the TRANSEPTS retain some fragments of old glass; in the N. transept the modern tomb of Card. Guilbert (d. 1890) occupies a 14th cent. niche. The SANCTUARY contains good ironwork and misericords. AMBULATORY (N. to S.): on the left, a charming 15th cent. group of the Virgin and St. Anne; 3rd chap., 14th cent. tomb and 16th cent. reliquary in carved and gilded wood; 4th chap., 14th cent. reliefs and 17th cent. woodwork; 5th chap. Tombs of Antoine de Noailles (d. 1562), governor of Bordeaux, and of Abp. Pey-Berland (d. 1458), with a 14th cent. statuette.

Behind the cathedral is the *Tour Pey-Berland* (after 1440), altered in 1850 to support the statue of Notre-Dame-d'Aquitaine.

The MUSÉE BONIE, in the Rue des Frères-Bonie, S.W. of the cathedral, contains an interesting collection of Oriental curiosities (adm. 1 fr.).

In front of the cathedral is the **Hôtel de Ville** (Pl. B 1), built in 1772–81 by Abp. de Rohan. It has changed hands many times since, and was the imperial palace in 1808 and the royal residence in 1816. In the two buildings at the back is housed the ***Museum of Painting and Sculpture** (Pl. B 1; adm. 10–12 and 2–4 or 5, 1 fr., free on Thurs. aft. and Sun.), an interesting collection, well arranged and catalogued.

North Block (19th cent. and Modern Masters; to the left on entering from the Cours d'Albret). The VESTIBULE contains sculpture.—ROOM I (r. to l.). *Fould*, Rosa Bonheur

in her studio; *Bouguereau*, Bacchante; *Baron Gros*, Embarkation of the Duchess of Angoulême at Pauillac (p. 330); *Bouguereau*, All Souls' Day; *Baschet*, Jean Richepin.—Room II. *Carrière*, Woman's head; *L. O. Merson*, Angelic salutation; *Rosa Bonheur*, Study of a fox, Goat's head; *Harpignies*, *The Seine at Suresnes; *Chardin*, Still life; *Th. Ribot*, Reading the Bible; *Harpignies*, Three landscapes; *J.-P. Laurens*, Pope and Inquisitor. Here also are bronzes of animals by *Barye*, busts by *Chapu* and *Lemoyne* (Montesquieu), etc.—Room III. *Meissonier*, Napoleon (bronze); *Harpignies*, Vesuvius; *Carolus Duran*, Danaë; *Diaz*, Forest of Fontainebleau; *Daubigny*, On the Oise; *Delacroix*, Boissy d'Anglas salutes the head of Féraud (May 20th, 1795); *Corot*, *Diana's bath; *Cogniet*, Tintoretto painting his dead daughter, the artist's masterpiece; *Ziem*, Mills on the Amstel; *Troyon*, Oxen at the plough; *Delacroix*, Greece expiring on the ruins of Missolonghi.—Room IV contains less important paintings; on the Staircase, *Delacroix*, Lion hunt.—First Floor. Drawings and etchings by *Maxime Lalanne* (r.); on the left is a room containing coins and drawings, including caricatures of the British Parliament of 1895 by *P. Renouard*.

South Block (Old Masters). Passing through a Vestibule with 19th cent. sculpture, we reach Room I (Italian and Spanish Schools). *Luca Giordano*, Venus asleep; *Titian*, Triumph of Galatea (old copy); *Ribera*, The discussion; *P. Veronese*, Adoration of the Magi, Woman taken in Adultery, Holy Family; *Murillo* (attributed to), *Don Luis de Harro, St. Anthony in ecstasy; school-paintings and copies of *Titian*, *Guido Reni*, *Palma Vecchio*, etc.; *Perugino*, *Madonna; *Guido Reni*, Mary Magdalen; *Tiepolo*, Eliezer and Rebecca; *Goya*, One of the Fates.—Room II (French Schools). *Lancret* (?), Maternal love; *N. Coypel*, Vision of St. Catherine of Siena; *Claude Lorrain*, Landscapes; *Largillière*, Monk; *Nattier*, Daughter of Louis XV; *Natoire*, Two allegories; *Mignard*, Louis XIV; *Hubert Robert*, Landscapes with ruins.—On an easel, *Perronneau*, Portrait of a young lady (pastel).—Room III (Flemish and Dutch Schools). *Brueghel the Elder*, Flemish fête; *Rubens*, Martyrdom of St. Justus; *Franz Hals*, Portrait of a painter, a school-piece; *Franz Franck*, The various methods of attaining immortality; *Carle van Loo*, Barbarian chiefs swearing fidelity to Augustus; *Jan Steen*, Tavern scene; *Van der Neer*, Landscapes; *Teniers the Younger*, Toper; *Rubens*, *Martyrdom of St. George; *Van Goyen*, *Landscapes; *Lucas Cranach*, Venus and Cupid. In this room are also many paintings attributed to *Van Dyck* (Repentant Magdalen, Rinaldo and Armida), *Cuyp* (interiors), *Rembrandt* (Adoration of the Shepherds) and other masters.—Room IV. Colossal statue of Louis XVI by *Raggi* (1829),

intended for a public square in Bordeaux; portraits of a young girl and of a baby, by *Monvoisin*.

From the Hôtel de Ville the Rue du Maréchal-Joffre leads S., past the *Palais de Justice* (1846) and the huge *Hôpital St-André* (1829), to the church of *Ste-Eulalie* (Pl. C 1), interesting as an example of all the stages of Bordeaux Gothic (12–16th cent.). The Rue St-Eulalie leads N.E. from the back of the church to the *Faculté des Lettres et des Sciences* (Pl. C 2), whose central hall contains the 16th cent. tomb of Montaigne (p. 316), with his effigy in armour, brought from the vanished church of the Feuillants. The Cours Victor-Hugo, running hence towards the river passes (l.) the Grand-Marché, behind which is the Jesuit church of *St-Paul* (1663–76), and farther on the *Grosse-Cloche* (Pl. C 2), or *Porte St-Eloi*, a relic of the old 15th cent. Hôtel de Ville, at whose foot is the little Gothic church of *St-Eloi* (16th cent.). The Rue des Faures, farther on, on the right, brings us to the splendid *Tour St-Michel, a hexagonal tower (1472–92) with a twelve-sided spire, restored in 1865.

The buttresses bear statues of the six great prelates of Aquitaine: SS. Paulinus and Delphinus, Popes Clement V and Paul II, Archbp. Pey Berland, and Card. Arnaud de Canteloup. Beneath the tower is a vault (adm. 50 c.) containing 70 naturally embalmed bodies removed from a neighbouring cemetery in 1510. The gallery at the base of the spire (adm. 25 c.) commands a wide view.

The church of **St-Michel** (Pl. D 2, 3), built in the 14–16th cent., has some interesting 16th cent. sculpture on its N. door; the 14th cent. choir was restored c. 1860.

Interior. The elaborate pulpit dates from 1753.—S. Aisle. 1st chap. Early 16th cent. group of St. Ursula and her Virgins, and a painting of St Francis (17th cent. Spanish school). N. Aisle. 4th chap., Altarpiece with figures of the Virgin and SS. Catherine and Barbara, and alabaster panels (15th cent.); opposite, in the aisle, a 16th cent. Pietà; 5th chap., 16th cent. window with curious halœs. Other fragments of old glass are preserved in the S. transept and the choir.

The dirty Rue Ste-Croix leads S. from St-Michel to ***Ste-Croix** (beyond Pl. D 2), the church (12–13th cent.) of what was the richest abbey in Bordeaux. It is famous for its *Façade, over-freely restored by Abadie, and completed by him with the addition of a N. tower and an incongruous equestrian statue of St. George. The interior is remarkable for its Romanesque capitals; in the N. transept, which has a curious tiled floor, is a 14th cent. tomb. On the right of the church is the *Ecole des Beaux-Arts*, in an 18th cent. abbey building, outside which is the charming *Fontaine Ste-Croix* (1753).

A pleasant return to the centre of the town may be made along the quays, some of which are adorned with 18th cent. fountains. The **Pont de Bordeaux** (Pl. D 3), or *Pont de Pierre*, is an imposing structure of brick and stone, with 17 arches, built in 1810–21. Opposite the S.W. end rises the *Porte de Bourgogne* (1751–55), the entrance to the Cours Victor-Hugo. The middle of the bridge commands a fine view

up and down the river. From the pavilion on the farther side we may enter the passages between the roadway and the arches (9–11 and 1–5; apply to the custodian), in which the Duchesse de Berry's chariot is preserved. On the left of the Quai de Bourgogne, farther on, is the PORTE DE CAILLAU (Pl. C 3), a machicolated Gothic gateway (1495) with pointed roofs.

It is known also as the Porte du Palais, a former gate (1309) having been the entrance to the palace of the dukes of Aquitaine and later of the English kings. The present gate was erected as a triumphal arch in honour of Charles VIII's victory at Fornovo. It now contains the *Musée du Vieux-Bordeaux* (adm. 1 fr., 2.15–4.30; free Sun. and Thurs.), an interesting regional collection of archæology.

The next square is the *PLACE DE LA BOURSE (Pl. C 3), one of the most charming conceptions of French 18th cent. architecture, designed by *Gabriel* in 1738–55. It lies between the *Douane* (1738) and the *Bourse*, opened in 1749. Behind the Douane is the church of *St-Pierre* (partly 15th cent.); behind the Bourse, the PLACE RICHELIEU, the principal tramway centre, at the foot of the Cours du Chapeau-Rouge.

The Port de Bordeaux extends downstream to Bacalan; it has an 'avant-port' at Pauillac (p. 330), another recently constructed at Le Verdon (p. 330), and there are subsidiary harbours at Bassens and Blaye. A transporter bridge is under construction at the Quai des Chartrons, and here and on the Quai de Bacalan, where heavy-draught vessels moor, are the great 'chais' or warehouses of the Bordeaux wine-merchants (adm. usually granted). The best idea of the port is gained from the deck of the steamers (see p. 323) which ply every ½ hr. from the Bourse to (3½ m.) *Lormont*, a pleasure resort of the Bordelais, with numerous little restaurants.

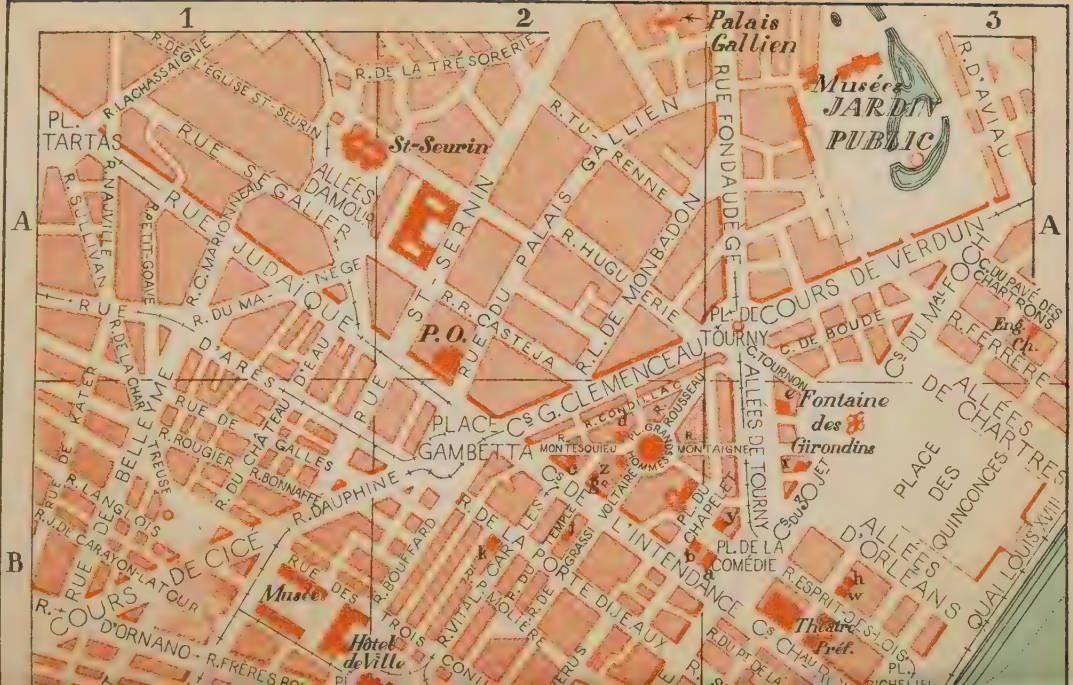
Among points of interest in the immediate ENVIRONS OF BORDEAUX (tramways, see p. 322) are the *Parc Bordelais* (reached viâ the Rue Fondaudège); the *Musée d'Armes* (adm. daily from 12 noon) in the *Château Careire* (1½ m.; reached from the Boulevard Ant. Gauthier viâ the Chemins du Tondu and de la Béchade); the vineyard of *Haut-Brion* (on the route of the Alouette tramway), the nearest 'grand cru' to Bordeaux; etc.—Longer excursions are described below.

FROM BORDEAUX (St-Louis) TO LACANAU-OCÉAN, 38 m. (61 km.), light railway in 2½ hrs. We diverge at (2½ m.) *Bruges* from the line to La Pointe-de-Grave.—7½ m. *St-Médard-en-Jalles* (tramway to Bordeaux), at the beginning of the wooded Landes, has important powder-works.—21 m. *Ste-Hélène*, junction for Margaux (p. 330).—29 m. *Lacanau* is served also by the line from Facture to Lesparre (p. 341).—We skirt the N. end of the Etang de Lacanau.—38 m. (61 km.) **Lacanau-Océan** (*Hôt. de la Cote-d'Argent; de l'Etoile-d'Argent; Marian*) is a little seaside resort with a good sandy beach.

From Bordeaux (Gare de Cadillac) a steam tramway runs to (20½ m.) **Cadillac** (2451 inhab.; *Hôt. du Commerce*), a 14th cent. bastide with well-preserved *Ramparts and a château of 1598. A bridge across the Garonne leads to Cérons (p. 352).

FROM BORDEAUX TO EYMET, 64½ m. (104 km.), railway from the Gare de la Bastide in 3–3½ hrs., traversing the fertile Entre-Deux-Mers (see p. 316).—At (7 m.) *Latresne* we quit the Garonne valley.—15½ m. *Créon*, a 13th cent. bastide.—At (18 m.) *La Sauve* are the ruins of an important abbey church (1079–1231) and a 12th cent. parish church.—35 m. *Sauveterre-de-Guyenne* and (46½ m.) *Monségur* are other typical bastides (1260–80).—52 m. *Duras* has a fine 15th cent. château (no adm.) and a 12th cent. church.—64½ m. *Eymet*, see p. 340.

From Bordeaux to *Arcachon*, see p. 332; to *Bayonne*, *Biarritz*, and the *Pyrenees*, see Rte. 44; to *Paris* viâ Angoulême, see Rte. 41A, viâ Saintes, see Rte. 41B; to *Limoges*, see Rte. 43B; to *Nantes*, viâ Saintes and Rochefort, see pp. 321, 319; to *Royan*, see p. 330; to *Toulouse*, see Rte. 45.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2
3
A
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Palais Gallien
Musées
JARDIN PUBLIC
R. D'AVIAU
PL. TARTAS
R. DE L'ÉGLISE ST-SEURIN
R. LACHASSAIGNE
St-Seurin
R. DE LA TRÉSORERIE
RUE SE GALIER
ALLÉES D'AMOUR
R. NAVILLE
R. SULLIVAN
R. C. MARIONNEAU
RUE JUDAÏQUE
R. DU MA-
R. DE LA CHARTREUSE
R. DE LA PETITE-OIE
R. DU PALAIS GALLIEN
R. TU. RENNE
R. HUGUERIE
R. DE MONBADON
ST-SERNIN
P. O.
R. CASTEJA
R. L.
PL. DE TOURNY
COURS DE VERDUN
Cs DU MARÉCHAL FOCH
DU PAVÉ DES CHARTRONS
Eng. Ch.
R. FERRERE
ALLÉES DE CHARTRES
C. TOURNON
R. DE BOUDE
Fontaine des Girondins
PLACE DES QUINCONCES
PLACE Cs G. CLEMENCEAU
GAMBETTA
R. COUDELLA
R. ROUSSEAU
R. MONTESQUIEU
R. MONTAIGNE
R. DU CHAPEAU ROUGE
R. DU GRAND
R. DU PAS-SAINT-GEORGES
R. VOLTAIRE
R. DU TEMPLE
R. DU CHAPELET
Cs DU JEU
ALLÉES DE TOURNY
R. DE LA PORTE DIJEAUX
L'INTENDANCE
PL. DE LA COMÉDIE
R. DU PONT DE LA MAYE
R. DU PONT DE LA MAYE
R. DU PONT DE LA MAY

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From Bordeaux to Royan

A. By the Left Bank of the Gironde. Railway (64 m., 103 km.) from the Gare du Médoc to *La Pointe-de-Grave* in 2¾–3½ hrs. (31 fr. 65, 20 fr. 70, 13 fr. 5 c.); trains run in connection with this service from the Gare St-Jean.—Road (61½ m., 99 km.) viâ Castelnau-de-Médoc and Lesparre. The ferry from La Pointe-de-Grave across the Gironde to (20 min.) Royan does not transport motor-cars.

This route traverses the peninsula of the **Médoc**, a flat triangle of land between the Gironde and the Atlantic, famous throughout the world for its wines, both red and white. The vineyards occupy the central tract between the marshy meadows along the estuary and the sandy dunes along the ocean covered with 'pignadas' or pine forests, which mark the beginning of the Landes (p. 341). The four 'Premiers Grands Crus' of the Médoc are Château-Lafite, Château-Margaux, Château-Latour, and Château-Haut-Brion (p. 328).

At (2½ m.) *Bruges* we leave the Lacanau line on the left.—15½ m. *Margaux* (Hôt. Douat), with the celebrated vineyard of Château-Margaux, is the junction of a line viâ (6 m.) *Castelnau-de-Médoc* to (12½ m.) Ste-Hélène (p. 328).—25½ m. *St-Laurent-St-Julien*. The latter village, 2½ m. W., is known for the wines of Léoville, Gruaud-Larose, etc.—29 m. (47 km.) **Pauillac** (*Hôt. Français et Continental*), with 2434 inhab., has an important harbour on the Gironde at Trompeloup, 1 m. downstream. In the neighbourhood are grown the wines of Château-Lafite and Château-Latour (1st grand cru) and those of Mouton-Rothschild and Pichon-Longueville (2nd grand cru).—30½ m. *Trompeloup*, for the landing-stage of the Compagnie Générale Transatlantique.—32 m. *St-Estèphe* produces the red wines of Château-Montrose and Clos-Destournel.—35 m. *Vertheuil* has a fine Premonstratensian church of the 12th cent. with 15th cent. vaulting.—41½ m. **Lesparre** (2013 inhab.; *Hôt. du Lion-d'Or*) retains one square tower of its old castle. For the branch line to Facture, see p. 341.—46½ m. *Queyrac* is the station for (9 m. W.) *Montalivet-les-Bains* (Hôt. de l'Océan; de l'Avenue), a little bathing-beach on the Atlantic.—58 m. (93 km.) **Soulac-sur-Mer** (*Hôt. de la Plage, de la Côte-d'Argent*, pens. 30 fr.; *de France*, pens. 28 fr.; *de l'Océan*, pens. 25 fr.; *Pension Les Flots Bleus*, 30 fr.) is a popular bathing resort between the ocean and the pine-clad dunes.

The ancient port of *Noviomagus*, buried by shifting sand in the 6th cent., was the legendary landing-place of Zacchæus with his wife Veronica and their servant Martial (p. 293). The basilica of *Notre-Dame-de-la-Fin-des-Terres, built in the 11–12th cent. in memory of this event, was itself buried in 1744. In 1859 it was exhumed and carefully restored, and the apsidal chapels outside the main apse were rebuilt. The square tower formerly supported a beacon light. It was at Soulac in 1452 that Talbot's army disembarked for a last vain attempt to hold Guyenne for England.—*L'Amélie-sur-Mer* (Hôt. des Pins, pens. 20 fr.; Pens. Home-Family, 25 fr.) is a smaller 'plage,' 2½ m. S.

62 m. *Le Verdon* (Inns) is destined to be the principal 'avant-port' of Bordeaux.—64 m. (103 km.) **La Pointe-de-Grave**, where the railway ends, is the extremity of the Médoc peninsula and the S. boundary of the Gironde, here only 3 m. across. A monument commemorates the entry of American

troops into the Great War in 1917, at the same time recalling the embarkation of Lafayette at this point in 1777 to assist the American colonists in the War of Independence.—Steamers in connection with the trains cross the estuary twice daily in 20 min. (4 fr., return 6 fr.; no motor-cars) to (3½ m.) *Royan* (see below).

B. By the Right Bank of the Gironde. Railway (92½ m., 149 km.), in 3½–5 hrs. (45 fr. 80, 29 fr. 90, 18 fr. 85 c.). Road (80 m., 129 km.); to *Mirambeau*, see p. 317; thence viâ Cozes and St-Georges-de-Didonne.

From Bordeaux (St-Jean or Etat) to (63½ m., 102 km.) *Pons*, see pp. 321, 320. We diverge to the left from the main line and cross the Seugne.—At (71 m.) *Gémozac* we cross the line from Saintes to St-Fort (p. 320).—79½ m. *Cozes*.—87 m. *Saujon* (Family-Hôtel et du Commerce), where we join the line from Paris viâ Saintes (p. 319), has a hydrotherapeutic establishment, and was the birthplace of Émile Gaboriau (1835–73), the creator of Lecoq, the French Sherlock Holmes.

A branch line runs from Saujon to (15 m.) *La Grève*, at the mouth of the Seudre, viâ (13½ m.) *La Tremblade*, the station for (2½ m. N.W.) *Ronce-les-Bains* (Hôt. de la Plage; du Grand-Chalet), a family bathing-resort sheltered by the Ile d'Oléron (see the *Blue Guide to North-Western France*). Saujon is connected by light railway with (16 m.) *Marennes* (see the *Blue Guide to North-Western France*).

The Royan line goes on viâ (89½ m.) *Médis*, where the church has an admirably sculptured façade (12th cent.).

92½ m. (149 km.) **ROYAN** (9982 inhab.), admirably situated at the mouth of the Gironde, is the most frequented watering-place, after Biarritz, in the S.W. of France. Its series of beaches or 'conches,' from the Grande Conche, on the E., to the Conche de Pontaillac, on the N.W., are conveniently connected by tramway. Not a little of its charm is due to the shady girdle of pine-woods which surrounds the town, descending here and there almost to the water's edge.

Hotels. Palace (summer only), Boul. Thiers, R. 15, L. 14, D. 16, pens. 40 fr.; Grand-Hôtel & du Parc (summer only), Boul. Frédéric-Garnier, R. 15, L. or D. 15, pens. 40 fr., these two first class.—Foncillon & de la Vigie, Façade Foncillon, R. 20, L. 12, D. 14, pens. 40 fr.; Family, Boul. Garnier, Richelieu, Boul. Botton (summer only), R. 12, D. 12, pens. 40 fr.; Nouvel, Boul. Lessore, R. 10, D. 10, pens. 35 fr.; Les Autans, Boul. Garnier, pens. 40 fr.; du Centre, Boul. Lessore, R. 12, D. 12, pens. 35 fr.; etc.

At *Pontaillac:* Miramar, R. 20, L. or D. 15, pens. 40 fr.; de l'Europe, L. or D. 14, pens. 35 fr.; de la Plage, R. 15, L. or D. 12, pens. 35 fr.; de Pontaillac.

Pensions. *Villa des Fleurs*, 73 Rue de la République, 30 fr.; *Chât. de la Triloterie*, 25 fr.; *Villa Mon Rêve*, 30 fr.; *Villa Zéphir*, 23 and 3 Av. de Pontaillac, and many others.

Restaurants. *Du Havre*, Av. de la Grande-Conche; *de la Plage*, Boul. Botton; *à la Dorade*, 44 Rue des Bains.—Tea Rooms at the Casino and the Pavillon de Foncillon; also *Du Palace*, 44 Boul. Thiers; *des Gourmets*, 105 Rue Gambetta.

Post Office, Boul. Botton.—Syndicat d'Initiative, Boul. Botton.

Taxicabs from the station to the town, 6 fr., per hr. 16 fr., per drive in the town 6–10 fr., trunk 2 fr. From 9 p.m. to 7 a.m., 4 fr. extra. Horse Cabs, half the above charges.

Tramways run from *St-Georges-de-Didonne* along the Boulevards to *St-Palais*, going on to *La Grande-Côte* on Sun. and holidays.

Steamers to *La Pointe-de-Grave*, see above; to *Bordeaux* at irregular intervals.

Amusements. *Casino* (summer only) on the Grande-Conche, with theatre, concert-hall, dance-floors, etc.; *Pavillon de Foncillon*, a similar establishment.—*Tennis Courts* in the Parc (Boul. Frédéric-Garnier), at Le Garden-Tennis, Route de Pontaillac, near the Fort du Chay, etc.

The life and interest of Royan are concentrated along the line of boulevards, which extends along the *Grande-Conche* and the *Conche de Foncillon*, and is continued N. by a cliff walk, passing the *Conches du Chay* and *du Pigeonnier* and ending at the beautiful *Conche de Pontaillac*. Inland lies the *Quartier de St-Pierre*, with a 12th cent. church and a striped lighthouse.

Excursions may be made from Royan to (2½ m. S.; tramway) *St-Georges-de-Didonne* (Hôt. de l'Océan, R. 8, D. 9, pens. 25 fr.; des Bains), a little 'plage' on the Gironde, which was a favourite resort of the historian Jules Michelet (1798–1874). The road goes on to (7 m.) *Meschers*, where there is a number of curious cliff-caverns (some still inhabited), and to (10 m.) *Talmont*, a picturesque village with a charming 12th cent. church precariously perched on the cliff overlooking the Gironde.

In the other direction the tramway (p. 331) serves (3¾ m.) *St-Palais-sur-Mer* (Hôt. Excelsior; Lafleur; de la Paix, R. 9, pens. 25 fr.) and (5 m.) *La Grande-Côte*, where the cliffs end and whence an immense stretch of sand extends N., past (13 m.) the *Phare de la Coubre* (wide view) to (22 m.) *Ronce-les-Bains* (p. 331).

The *Phare de Cordouan*, a lighthouse on an isolated rock guarding the mouth of the Gironde (5 m. from the Pointe de la Grave), may be visited by boat in calm weather (bargain essential). The first known lighthouse here was built by the Black Prince in 1362–71; the lower part of the present building was erected in 1584–1610 by Louis de Foix, the architect of the Escorial; the three upper stories are modern.

From Royan to *Saintes*, see p. 319.

From Bordeaux to Arcachon

Railway, 35 m. (56 km.) from the Gare St-Jean in 1¼–2 hrs. (17 fr. 20, 11 fr. 25, 7 fr. 10 c.). The Road follows an almost identical route.

From Bordeaux across the Landes to (25 m., 40 km.) *Lamothe*, see p. 341. We diverge to the right from the Bayonne line and, beyond (27 m.) *Le Teich*, approach the shore of the Bassin d'Arcachon (see below), which is bordered with oyster-parks.—29 m. *Gujan-Mestras* has a small bathing-beach.—33 m. (53 km.) **La Teste-de-Buch** (*Hôt. de France*) was the ancient capital (5063 inhab.) of the *Pays de Buch*, whose overlords bore the title of 'captal.' The Captal de Buch of Froissart's 'Chronicles' was Jean de Grailly (d. 1376), a strong supporter of the English rule.

A short branch line runs S. from La Teste to (8 m.) *Cazaux* (Buffet-Hotel) on the lagoon of the same name.

35 m. (56 km.) **ARCACHON**, a pleasant and popular bathing-resort (10,634 inhab.), frequented also as a climatic station in winter, occupies a charming situation at the foot of a line of pine-clad dunes on the S. shore of the *Bassin d'Arcachon*. The Bassin is a large bay, 68 m. round, connected with the Atlantic Ocean only by a narrow channel; it is famous for its oysters, and its gently-sloping sands and quiet waters afford excellent bathing and boating. The town is divided into two quarters: the animated *Ville d'Eté*, along the shore, and the

quieter *Ville d'Hiver*, among the pine woods. The less frequented E. end of the Ville d'Eté is known as the *Ville d'Automne*, and the new suburb of *Le Moulleau* stands on the shore to the S.W.

Hotels. At the Ville d'Eté. First class: Grand-Hôtel, 150 R., R. 20, L. 16, D. 18, pens. 50 fr.; Victoria, R. 15, L. or D. 16, pens. 40 fr.; de France, R. 12, L. or D. 14, pens. 32 fr.; Richelieu, L. or D. 16, pens. 45 fr., these four on the Boulevard de la Plage.—Less expensive: Bristol et Jampy, Boul. de la Plage, R. 15, L. or D. 9, pens. 30 fr.; Bayonne et Lapachet, Cours Ste-Anne, R. 15, L. or D. 9, pens. 30 fr.; de la Côte-d'Argent, Cours Ste-Anne, L. or D. 8½, pens. 28 fr.; d'Aquitaine, Cours Lamarque, L. or D. 8½, pens. 25 fr.; Tivoli, Av. Gambetta, L. or D. 8, pens. 22 fr.; de Bordeaux, at the station, R. 8, D. 9½, pens. 25 fr.

At the Ville d'Hiver. First class: Régina-Palace et d'Angleterre, Allée Corrigan, R. 15, L. or D. 14, pens. 40 fr.; des Pins et Continental, Allée Carmen, R. 15, L. 12, D. 15, pens. 35 fr.—Less expensive, Moderne, Allée Lakmé.

At Le Moulleau. Grand-Hôt. du Moulleau, first class, R. 14, L. or D. 15, pens. 40 fr.

Pensions. *Villa Bon Repos*, near Notre-Dame, pens. 30 fr.; *Villa St-Louis*, Av. Ste-Marie, 25 fr., both first class; *Ste-Elisabeth*, Allée de Mentque, 25–30 fr.; *Villa Toledo*, 23 fr., etc.

Restaurants at the hotels; also, *des Bains*, L. or D. 8 fr., *de l'Etoile-d'Or*, L. or D. 7 fr., 232 and 212 Boul. de la Plage.

Post Office, Place Tartas, near the station.—Syndicat d'Initiative, 193 Boul. de la Plage.

Carriages. Per drive, with one horse, 4–5 fr., two horses 4–6 fr.; per hr. 6½–7½ and 6½–8½ fr.—Taxicabs, 1½ fr. per km.

Tramway from the Pointe de l'Aiguillon viâ the station to Le Moulleau (1 fr.).—Funicular Railway from the Rue du Casino to the Casino de la Forêt.

Steamers (5 fr. per pers.) ply from the Central Pier to the Cap Ferret lighthouse; to the Pointe du Cap-Ferret; and along the W. side of the lagoon to L'Herbe and Piquey.—Motor Launches or Sailing Boats, 20 fr. per hr.

Amusements. *Casino de la Plage*, open in summer only; *Casino de la Forêt*, winter only; *Théâtre Municipal*, Av. du Château.—Tennis Courts in the gardens of the Casino d'Hiver; Golf Course (18 holes), Route de la Teste, above the Ville d'Automne.—Arènes Landaises, for bull-fights, on the Route du Moulleau.

English Church (St. Thomas), Promenade des Anglais, Ville d'Hiver. Services on Sun. at 8.30, 11, and 5.

The Place Thiers, overlooking the Bassin, and the Boulevard de la Plage, which extends in both directions from the Place, make up the centre of animation of the Ville d'Eté and contain the principal hotels, restaurants, and shops. The Avenue Gambetta leads direct from the station to the Place Thiers and is prolonged seawards by the Promenade Pier, which is connected with the steamboat-pier by a Digue. Just before the steamer-pier is the *Casino de la Plage*, and just beyond it is the *Aquarium*. In the Rue du Débarcadère, the approach to the steamer-pier, are many oyster-bars purveying the famous shell-fish of the lagoon.

The Ville d'Hiver is approached from the Boul. de la Plage by the Rue du Casino, whence we mount by funicular railway or by a winding path to the *Casino de la Forêt*, which stands in a pleasant park. The Allée Faust leads hence to the Observatoire-Belvédère (fine view from the top), to the left of which is the Promenade des Anglais, with the English Church, while farther on is the Place Brémontier, with a bust of the

engineer Brémontier (comp. p. 341). Just beyond the Place Brémontier we reach the road leading (l.) to the *Arènes Landaises* (bull-fights) and to Le Moulleau.

Pleasant Excursions may be made by steamer (comp. p. 333) to the *Cap Ferret* (35 min.), the tongue of land separating the Bassin d'Arcachon from the sea, whence the steamer goes on twice daily past the *Ile aux Oiseaux* (oyster parks) to *L'Herbe* and *Piquey* (small restaurants), between which lies *Piraillan*, a typical village of oyster-fishers.—From Le Moulleau a road runs S. to (2¼ m.) the Restaurant Seguin, whence we may ascend (1½ hr.) the *Dune du Pilat* (300 ft.), the highest sand-hill in Europe. On the shore S.W. of Le Moulleau is the new bathing resort of *Pyla-sur-Mer*.

43. FROM LIMOGES TO AGEN OR BORDEAUX VIÂ PÉRIGUEUX

A. To Agen

Railway, 155 m. (251 km.) in 5–8 hrs. (77 fr. 20, 50 fr. 40, 31 fr. 75 c.); to *Périgueux*, 61½ m. (99 km.) in 1¾–2½ hrs. (30 fr. 45, 19 fr. 90, 12 fr. 50 c.).

Road, 149 m. (240 km.), leaving Limoges by the Av. Baudin.—7½ m. (12 km.) *Aixe* (p. 283).—22 m. (35 km.) *Châlus* (see below).—39 m. (63 km.) *Thiviers* (see below).—53 m. (85 km.) *Sarliac*.—61½ m. (99 km.) **Périgueux** (p. 335).—83 m. (134 km.) *Campsegret*.—94 m. (151 km.) **Bergerac** (p. 316).—110½ m. (178 km.) *Castillonès*, a bastide of 1260.—119 m. (192 km.) *Cançon*, with a ruined 13th cent. castle.—131 m. (211 km.) *Villeneuve-sur-Lot* (p. 340).—149 m. (240 km.) **Agen** (p. 354).

Limoges, see p. 280.—We follow the line to St-Yrieix as far as (12½ m.) *Nexon* (p. 284) and then diverge to the right.—23 m. **Bussière-Galant** is the junction for a branch line to (14 m.) St-Yrieix (p. 284) passing (8 m.) *Le Chalard*, which has a noteworthy priory church and other buildings of the 12th century.

From Bussière-Galant to Saillat-Chassenon, 28 m. (45 km.), railway in 1¾ hr.—4½ m. **Châlus** (1534 inhab.; *Hôt. de l'Europe*) has two 12th cent. castles, one in the town, the other on the opposite bank of the Tardoire. It was while besieging the latter, in a petty dispute about treasure-trove, that Richard I of England was mortally wounded by an arrow in 1199.—At (12½ m.) *Oradour-sur-Vayres* we cross the light railway from Limoges to Rochechouart (p. 283).—23½ m. (38 km.) **Rochechouart** (1822 inhab.; *Hôt. Beausoleil; de France*, R. 6, D. 9 fr.) stands on a commanding height above the confluence of the Graine and the Vayres. The fine **Castle*, rebuilt under Louis XII, contains some curious wall-paintings (in the Sous-Préfecture; adm. after 2 p.m.). The tower on the left of the entrance is part of an older building (13th cent.).—28 m. *Saillat-Chassenon*, see p. 314.

38½ m. (62 km.) **Thiviers** (*Hôt. des Voyageurs; Terminus et Chapon-Fin*), a railway junction of some importance (2086 inhab.), has a 12th cent. church restored in the 15th cent., behind which are an old fortified house and the Château de Vaucocour (15–18th cent.).

From Thiviers to Brive, 45 m. (72 km.), railway in 2½ hrs. (22 fr. 15, 14 fr. 45, 9 fr. 10 c.).—At (5 m.) *Corgnac* we cross the Isle.—12 m. *Excideuil* (Hôt. Poujol) retains part of a castle of the Talleyrand-Périgord family (14th cent. towers; Renaissance chapel, etc.) and some old houses. Light railway to Périgueux and St-Yrieix, see p. 337.—18 m. *Cherveix-Tourtoirac*.—20 m. *Hautefort* (Hôt. de la Poste), built on an abrupt hill between the Bauze and the Lourde, has a fine 11th cent. castle, rebuilt in the 16–17th cent., which belonged to the troubadour Bertrand de Born (d. c. 1210), the friend of Richard Cœur-de-Lion.

The Hospice is a good 17th cent. building. Branch line to Terrasson, see p. 278. —31 m. *Ayen-Juillac* is served also by the light railway from La Rivière-de-Mansac to Juillac (p. 278).—35 m. *St-Aulaire*, where we join the line from St-Yrieix, and thence to (45 m.) *Brive*, see p. 285.

The light railway from Thiviers to (20½ m.) *St-Yrieix* (p. 284) passes (12½ m.) *Jumilhac*, with its fine 15th cent. castle and eight-sided belfry.

From Thiviers to *Angoulême*, see p. 314.

Beyond (45 m.) *Négrondes* the ruined Château de Roche-Morin is seen on the left.—51½ m. *Agonac* has a 12th cent. keep and a late 11th cent. church, domed in the Périgord style.—56 m. *Château-l'Evêque* takes its name from a former castle of the bishops of Périgueux (15–16th cent.). The modern church retains a 12th cent. chapel in its S. transept, where St. Vincent de Paul (p. 343), founder of the Sisters of Charity, was ordained priest in 1600.

61½ m. (99 km.) **PÉRIGUEUX,** the chief town (32,567 inhab.) of the department of the *Dordogne*, the capital of the ancient province of *Périgord*, and the see of a bishop since the 4th cent., stands on the right bank of the Isle, in a pleasant sheltered vale. The old town, or *Puy St-Front*, stands on a low hill around the strange cathedral, while the *Cité*, to the W., occupies the site of the Gallo-Roman town. Périgueux is famous for its truffles and pâtés de foie gras ('Périgord pies').

Hotels. Du Commerce et des Postes (Pl. a; C 2), Place du Quatre-Septembre, R. 8, L. or D. 10 fr.; des Messageries (Pl. c; C 3), Place Francheville; du Périgord (Pl. e; D 2), Cours Montaigne; de France (Pl. b; C 3), Place Francheville, R. 10, L. or D. 9 fr.; de l'Europe, 51 Rue du Prés.-Wilson (Pl. B 2); Régina (Pl. f; A 2), and other smaller hotels, near the station.

Post Office (Pl. C 2), 30 Rue Gambetta.—Syndicat d'Initiative, Cours Montaigne, facing the theatre.

History. The neighbourhood of Périgueux was an important centre of prehistoric civilisation (comp. p. 338), and the hill of Ecorneboeuf, on the left bank of the Isle, was occupied both by neolithic man and by the Gallic Petrocorii. Their town was superseded by the Roman settlement of *Vesunna*, where the Cité now stands. The abbey of St-Front was founded after the 5th cent. on a hill a little to the N., and the town which sprang up around it remained at loggerheads with the cité until united by the threat of English invasion in the 13th century. The town was held by the English for a few years from 1356, was in Huguenot hands in 1575–81, and was garrisoned by Condé during the Fronde in 1651. The best known native of Périgueux is Gen. Yrieix-Pierre Daumesnil (1776–1832), called 'Jambe de Bois' (he lost a leg at Wagram), the gallant defender of Vincennes against the Allies in 1814.

The main artery of modern Périgueux is the Cours Michel Montaigne (Pl. C, D 2), which bounds the mediæval town on the N.W. At the S. end is a statue of Marshal Bugeaud (p. 281), in the middle that of Daumesnil (see above), and at the N. end that of the essayist Montaigne (p. 316), a native of the province. To the S. of the Bugeaud monument is the wide Place Francheville, with the terminus of the Périgord steam tramways, and the *Tour Mataguerre* (1447), a relic of the ramparts of Puy St-Front. Hence the Cours Fénelon extends to the *Pont Neuf* (Pl. D 4; 1767), across the Isle, while the Rue des Farges ascends to the Place de la Clautre, in the heart of the old town.

Here stands the ***Cathedral** (*St-Front;* Pl. D 3), one of the strangest ecclesiastical buildings in France, much of whose character, however, was lost during the 19th cent. restorations by Abadie, Brugère, and Bœswillwald. It succeeded St-Etienne (p. 337) as cathedral in 1669.

The date of the building of St-Front is one of the vexed questions of French architecture. The present church is built on the plan of a Greek cross, similar to that of St. Mark's at Venice, with five magnificent domes, one over the crossing, and one over each arm. There, however, the resemblance ends; for the domes of St-Front, with their pendentives resting on twelve square attached piers of colossal size, are quite unlike the oriental domes of St. Mark's; and, moreover, traces of a sixth dome on the W. side of the tower indicate that the usual Latin cross plan was the original intention. The present church was probably built in 1125–50 to succeed the original abbey-church founded in the 6th cent. and rebuilt in 984–1047. The ruins of this older church, destroyed by fire in 1120, are to be seen in front of the present cathedral. The primitive façade possibly dates from the 6th cent., and six of the piers have been strengthened to bear the *Tower, 197 feet high, consisting of two massive cubes, the smaller of which bears a circular colonnade surmounted by a conical cupola with a network pattern.

The Interior is noteworthy for the effect of massive simplicity engendered by the unusual plan. The walls are decorated with plain blind arcading. The wooden pulpit is of 17th cent. work. On either side of the W. arm, and beneath the modern apse, are three chambers, known as *Confessions* (10–11th cent.). These, with the 12–14th cent. *Cloister*, on the S. side, may be visited on applying to the sacristan (9–3).

The streets to the N.W. of the cathedral contain some attractive *Renaissance Houses*, notably Nos. 3 and 5 in the Rue Limogeanne, No. 17, Rue Eguillerie (1518), and Nos. 1 and 3, Rue de la Sagesse. The *Mairie* (Pl. D 2) occupies the Renaissance *Hôtel de Lagrange-Chancel*, and in the Rue Aubergerie, leading S., are the 15th cent. *Hôtel de Sallegourde* (No. 6) and *Hôtel d'Abzac* (No. 29), the latter containing a small military museum (Thurs. and Sun., 2–4).

From the cathedral the Av. Daumesnil descends to the river at the modern *Pont des Barris* (Pl. D 3), whence we follow the quay N., passing two old houses and fragments of the rampart. The broad Allées de Tourny, on the hill above, lead back to the Cours Montaigne. On their right is the Préfecture, on the left the **Musée du Périgord** (Pl. D. 2; open free on Thurs. and Sun. 2–4 or 5, on other days, except Wed., on application, 10–12 and 2–4 or 5), especially noteworthy for its prehistoric collection.

Ground Floor. Courtyard. Lapidary collection, with some interesting Gallo-Roman fragments from Vesunna (p. 335) and elsewhere.—Right Wing. Picture gallery, approached by a vestibule containing Limoges enamels, porcelain, etc.—Left Wing. Vestibule, 15th cent. furniture, etc.; Room II, Gallo-Roman and mediæval pottery; Room III, Gallo-Roman mosaics; 16th cent. chimneypiece from the demolished Hôtel de St-Aulaire.

First Floor. Room 1. Antique bronzes, etc.; absolution crosses of lead (11th or 13th cent.).—Room 2. *Prehistoric collection, arranged chronologically from left to right, including the most interesting discoveries from the

prehistoric sites of the Dordogne: the Raymonden man, a quaternary burial; paintings and sculptures from the cavern of Font-de-Gaume (p. 339); mammoth's tusk from Pont-Bone; casts of skeletons of 'Mousterian men' from Combe-Chapelle and Le Moustier (p. 338; the originals are at Berlin); etc.

From the S.W. corner of the Place Francheville the Boul. de Vésone and the Rue St-Pierre-ès-Liens (r.) lead to the *Tour de Vésone* (Pl. B 4; beyond the railway), the circular cella, built of small stones with brickwork bands, of a temple of Vesunna, tutelary deity of the Roman city. In the surrounding garden are fragments of columns and capitals. Recrossing the railway we take the Rue Romaine (l.), passing a fragment of Roman wall, and the Rue de Turenne (l.) to reach the so-called *Château Barrière* (Pl. B 3), a ruin of various dates. The basement and the two low towers were part of the Roman wall, the tall round tower is of the 10th cent., while the body of the castle is 12th cent., with 16th cent. windows. At the N. end is the Roman *Porte Normande*. Nothing is left of the ARÈNES (Pl. B 3) or *Amphitheatre* save a few detached rubble arches and the elliptical form of the public garden which encloses them. The ruins were incorporated in the castle of the counts of Périgueux (12–14th cent.), and after 1644 were employed as a quarry for building-stone.

From the Arènes the Rue de l'Ancien-Evêché, passing (l.) the *Couvent de Ste-Marthe*, which occupies the site of the old *Bishops' Palace* (destroyed in 1544) and preserves its chapel (1521), brings us to the church of **St-Etienne** (Pl. B, C 3), the former cathedral of Périgueux, mutilated by the Huguenots in 1575. Only two of its three cupolas (before 1160) are left standing. It contains a florid Romanesque baptistery (1160; r.) and a large 17th cent. altarpiece of carved wood, by Laville, representing the Assumption, with the Annunciation on the wings.

FROM PÉRIGUEUX TO ST-YRIEIX, 46½ m. (75 km.) steam tramway in c. 4½ hrs. ascending the charming valley of the Isle and crossing the line from Thiviers to Brive at (22½ m.) *Excideuil* (p. 334).—46½ m. *St-Yrieix*, see p. 284.

FROM PÉRIGUEUX TO ST-PARDOUX, 33 m. (53 km.), steam tramway in 3 hrs., starting from the Place Francheville and calling at the railway station.—4½ m. *Chancelade* has an abbey church with a doorway and tower dating from 1120. The elaborate vault with armorial keystones was added in 1629. A few yards away is a charming little Romanesque chapel.—7 m. *Château-l'Evêque*, see p. 335. —15½ m. *Valeuil-Bourdeilles* is the station for (1½ m. S.W.) **Bourdeilles** (*Hôt. du Commerce*) famous for its two *CASTLES (adm. 1–5, 1 fr.), surrounded by a double enceinte. Within the inner ring of ramparts stands the 14th cent. fortress, overhanging the river Dronne, and separated from the town by a natural ravine and by an artificial trench. The polygonal keep, 130 ft. high, commands a good view. On the right of the feudal stronghold Jeanne de Montbron erected a 16th cent. château for the reception of Catherine de Médicis (who never came). The dining-room on the ground floor and the 'chambre dorée' on the first floor are worth inspecting. The Abbé de Brantôme (see below), brother-in-law of the foundress, was born at Bourdeilles and paid frequent visits to the château Other interesting buildings are the domed 12th cent. church, the 15th cent bailiffs' house, and the 14th cent. bridge.—20½ m. (33 km.) **Brantôme** (*Hôt Chabrol*, R. 6, D. 8½ fr.; *Moderne*, D. 8 fr.), on an island in the Dronne is famous as the residence of Pierre de Bourdeilles, Abbé and Seigneur de

Brantôme (1535–1614), the chronicler of 16th cent. life at the French court. The town contains many interesting buildings, including the *Porte St-Roch* and a curious 16th cent. bridge built with an elbow, at the entrance to the town. Farther on, above the quay, rises the ABBEY, whose isolated **Belfry* (15th cent.), built on a lower level, is connected with the church by a long flight of steps. The *Church*, originally domed in the Périgord manner, was revaulted in the Angevin style in the 13th century. The cloister dates from the 15th cent., the domestic buildings, now occupied by the mairie and the schools, from the 18th. Brantôme possesses also a few old houses (12–14th cent.) and a market-hall in a disused church (15th cent.), and in the neighbourhood are many inhabited cave-dwellings.—25 m. *Champagnac-de-Bélair* has a Romanesque church.—33 m. *St-Pardoux-la-Rivière*, see p. 314.

FROM PÉRIGUEUX TO PARCOUL-MÉDILLAC, 41½ m. (67 km.), railway in 2¼–4 hrs.; carriages are changed at Ribérac.—At (5 m.) *La Cave* (p. 340) we leave the Bordeaux line on the left.—12½ m. *Lisle*, on the Dronne, has a church similar to that at Brantôme (see above).—On the left, above (15 m.) *Tocane-St-Apre* is the 12th cent. keep of Vernode. *Montagrier* and *Grand-Brassac*, 2 m. and 5 m. N.W. have interesting churches.—23 m. (37 km.) **Ribérac** (*Buffet; Hôt. du Périgord; de France*), with 1812 inhab., is the junction for Angoulême and Mussidan (see p. 314).—31 m. *Aubeterre* (Hôt. de France) has two Romanesque *Churches: St-Jean, hollowed in the rock and containing a curious two-storied monument, with mutilated statues (added later) of Marshal de Lussan (d. c. 1620) and his wife; and St-Jacques, with a richly-carved 11th cent. façade.—36 m. *St-Aulaye*, with a 12th cent. church.—41½ m. *Parcoul-Médillac*, see p. 315.

Périgueux is connected with (35½ m. S.) *Bergerac* by a light railway passing (15 m.) *Vergt*, a bastide of 1290.

From Périgueux to *Angoulême*, see above and p. 314; to *Brive Tulle*, and *Clermont-Ferrand*, see p. 278.

Beyond Périgueux the Agen line runs S.E., leaving the Brive railway on the left at (68½ m.) *Niversac*.—76½ m. *Mauzens-Miremont* is the station for (3 m. N.E.) the Grotte de Miremont, a huge stalactite cavern. Beyond a tunnel we cross the Vézère.—86½ m. (139 km.) **Les Eyzies** (*Hôt. Lesvignes; de la Gare*) sprang into fame with the discoveries of Lartet, Christy, and de Vibraye in 1862, when large deposits of chipped flints and prehistoric bone-carvings were found in the neighbourhood. It is now becoming a popular summer-resort and motor-coach excursions are organised in summer, enabling visitors to explore the beauties and curiosities of the Vézère and Beune valleys (Tues., Thurs., and Sat.; 15 fr.), and of the Dordogne valley between Beynac and Sarlat (Wed. and Sun.; 18 fr.).

Between the station and the village is the cavern of *Cro-Magnon*, where the first skulls of the cave-dwelling race were discovered in 1868; a little E. is the *Grotte des Eyzies*, where the first pictures of reindeer were found (1863). Above the village itself rises the square keep of its castle, now containing a good *Prehistoric Museum*.

The VALLEY OF THE VÉZÈRE must be visited in two sections. The lower section is reached by the Périgueux road, crossing the river above the village. We pass successively the *Gorge de l'Enfer*, with a prehistoric cavern, *Laugerie-Basse*, with a small museum and the *Abri des Marseilles*, which has been inhabited from the Magdalenian age to modern times, and *Laugerie-Haute*, with an important prehistoric station. Beyond the river stands the fortified church of *Tayac* (10–11th cent.).—For the upper section we leave Les Eyzies by the Tursac road, cross the watershed between the Beune and the Vézère and descend to the latter stream beyond (2 m.; l.) the old *Château de Marzac*. From (3 m.) *Tursac* we may ferry across the Vézère to visit the *Abri de la Madeleine*, which gave name to the Magdalenian age, when prehistoric art was at its height.—At (6¼ m.) *Le Moustier*, on the opposite bank, is the cave in which the so-called Mousterian skeleton was discovered (see p. 337). Hence we may return to Les

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Eyzies, or go on up the left bank to (8½ m.) *St-Léon*, with a picturesque group of buildings (castle, church, and expiatory chapel).

For the Valley of the Beune we cross the Beune opposite the Grotte des Eyzies and ascend the left bank. On the right, above the road to Sarlat, is the **Grotte de Font-de-Gaume*, and 1 m. farther upstream, the *Grotte des Combarelles*, both with interesting paintings. At the next fork we follow the valley of the Grand-Beune to the left to reach (5 m.) the *Abri du Cap-Blanc* (l.), with a frieze of painted animals. Opposite is the ruined castle of Comarque (12th cent.).

Beyond (91 m.) *Le Bugue* we cross the Vézère, pass (r.) the picturesque village of *Limeuil*, and cross the Dordogne.—97 m. (156 km.) **Le Buisson** (*Buffet-Hôtel*).

From Le Buisson to Souillac, 38 m. (61 km.), railway in 2–2¼ hrs.; road, see below.—4½ m. *Siorac*, see below.—9½ m. *St-Cyprien* is 1½ m. S.W. of the castle of *Laroque-Gageac* (restored).—14 m. *Castelnaud-Fayrac*. The *Manoir de Fayrac*, a 15-16th cent. building on the bank of the Dordogne, is furnished in the style of the period (permission to visit usually granted). About 2 m. S.E. is the ruined castle of Castelnaud (12–14th cent.), with a 15th cent. keep added by the English.—15½ m. *Vézac*. The *Castle of *Beynac* (Hôt. Bonnet), 1 m. N.W., is a splendid 13th cent. building, well restored and commanding a fine view of the Dordogne.—20½ m. (33 km.) **Sarlat** (4714 inhab.; *Buffet; Hôt. de la Madeleine*) has an interesting *Church*, formerly a cathedral, built in the 11–12th cent., and restored in 1682–86, behind which, in a convent garden (visitors admitted), is a curious mortuary chapel (12th cent.). There is a large number of 14–16th cent. houses, including the birthplace of Etienne de la Boëtie (1530–63), the friend of Montaigne (now the Caisse d'Epargne). In the Rue Gambetta, behind the *Post Office*, which occupies a 14th cent. church, is the *Maison Plamont* (14th cent.), the most remarkable of the houses of Sarlat.—A tramway connects Sarlat with (33 m.) *Villefranche-de-Périgord* (see below); railway to Terrasson and to Gourdon, see p. 278.

25 m. *Carsac* has an interesting church (11th and 16th cent.).—Opposite (28½ m.) *Calviac* rises the *Château de Fénelon* (15–16th cent.), the birthplace of Fr. de Salignac de la Mothe Fénelon (1651–1715), the distinguished author and archbishop of Cambrai (his room is shown to visitors).—31 m. *Carlux*.—35 m. *Cazoulès* and thence to (38 m., 61 km.) *Souillac*, see p. 287.

The *Road from Le Buisson to Souillac (45 m.) ascends the charming valley of the Dordogne, and with a few short detours enables us to visit all the fine castles mentioned above. It avoids Sarlat, however, and passes instead through (22 m.) *Domme* (Hôt. du Commerce), a picturesque old bastide with well-preserved ramparts, commanding a good view of the valley.

Cadouin (Hôt. du Lion-d'Or), 4 m. S. of Le Buisson, has a remarkable *Church (1154), containing a relic of the Holy Shroud, brought back after the First Crusade (displayed 5 times yearly), and adjoining a splendid Flamboyant *Cloister (early 16th cent.).

From Le Buisson to *Bergerac* and *Libourne*, see p. 315.

At (101 m.) *Siorac-de-Belvès* we leave the Souillac line and the Dordogne on the left.—105 m. *Belvès* has some interesting old houses, a 15th cent. belfry, etc.—112 m. *Le Got* is the station for (7½ m. W.) *Monpazier* (Hôt. de France), an excellent example of a *Bastide (p. 309), founded by Edward I in 1284. About 4½ m. S. of Monpazier is the **Château de Biron*, prominent for miles round, with buildings dating from the 11th cent. to the present day.—116 m. *Villefranche-de-Périgord*, 2 m. E., is connected by tramway with its station and with Sarlat (see above).—121½ m. *St-Front-sur-Lémance* has a curious fortified church.—128½ m. *Monsempron-Libos* (Buffet) is a junction for Cahors (see p. 290).—At (133 m.) *Trentels-Ladignac* we cross the charming valley of the Lot.—139 m. (224 km.) **Penne-d'Agenais** (*Hôt. Delluc; de la Poste*). 1½ m. N.E. of its station, is an old town with the remains of

strong fortifications, including the *Porte Ricard,* built by Cœur-de-Lion, and two other gates.

From Penne to Tonneins, 27 m. (43 km.), railway in 1½ hr.—5½ m. (9 km.) **Villeneuve-sur-Lot** (*Grand-Hôt. Gache; de France*), charmingly situated on the Lot, is a bastide founded by Alphonse de Poitiers, brother of St. Louis. It has 7363 inhab. and is famous for dried plums. We enter the town by the Porte de Pujols (13–15th cent.) and cross the Lot, which is bordered by huddled old houses, on a 13th cent. bridge altered in the 17th century. The central Place Lafayette is surrounded by arcades, locally called 'cornières.' A tramway connects Villeneuve with (10½ m.) *Monflanquin* and (22 m.) *Villeréal,* two other bastides of similar type.—The railway continues to descend the Lot, passing (11 m.) *Ste-Livrade* with its 14th cent. tower. *Casseneuil,* 4 m. N., with a fine 12th cent. church, was the birthplace of Louis le Débonnaire (778–840), eldest son of Charlemagne.—At (22 m.) *Clairac* was born Théophile de Viau (1590–1626), the poet. Despite a strict Huguenot upbringing, he was condemned to death for his licentious verse, and saved only by the intervention of the Duchesse de Montmorency.—27 m. *Tonneins,* see p. 353.

142 m. *Hautefage-Auradou.* The church *Tower of Hautefage was part of a Renaissance palace of the bishops of Agen.—Beyond (152 m.) *Pont-du-Casse* we join the line from Bordeaux. —155 m. (251 km.) **Agen,** see p. 354.

B. To Bordeaux

Railway, 140½ m. (226 km.) in 3¾–4 hrs. (69 fr. 50, 45 fr. 40, 28 fr. 60 c.); from Périgueux to *Bordeaux,* 79 m. (127 km.) in 2–3½ hrs. (39 fr. 5, 25 fr. 50, 16 fr. 5 c.).

Road, 136 m. (219 km.).—To (61½ m., 99 km.) **Périgueux,** see p. 334. The road follows the left bank of the Isle.—83 m. (134 km.) *Mussidan* (see below).—94 m. (151 km.) *Monpont* (see below).—117½ m. (189 km.) **Libourne** (p. 315).—136 m. (219 km.) **Bordeaux,** see p. 321.

From Limoges to (61½ m., 99 km.) *Périgueux,* see pp. 334, 335.—At (66½ m.) *La Cave* we diverge from the Ribérac line (p. 338) and descend the Isle valley, crossing the river repeatedly.—72 m. *St-Astier* (Hôt. de France) has a domed 12th cent. church, with 16th cent. alterations.—At (77 m.) *Neuvic* is a large Renaissance château (1520–30).—83 m. (134 km.) **Mussidan** (*Buffet; Hôt. des Voyageurs*) is a busy little modern town (2337 inhab.) and railway centre.

From Mussidan to Marmande, 65 m. (106 km.), railway in 3¼ hrs.—The line traverses the uninteresting country between the Isle and the Dordogne, reaching the latter river at (19 m., 31 km.) **Bergerac** (p. 316).—31½ m. *Issigeac* has a good Renaissance church; the mairie occupies the buildings of an abbey where Fénelon once lived.—37 m. *Falgueyrat.*—41 m. *St-Aubin-Lauzun.* Lauzun, 3 m. S., which gave its name to the Duc de Lauzun, a notable figure at the court of Louis XIV, has a large Gothic church with an 11th cent. tower.—45 m. *Eymet* is connected by railway with Bordeaux (see p. 328).—48 m. *La Sauvetat-du-Drot* was the birthplace of Jean Claude (1619–87), the Protestant opponent of Bossuet in a famous controversy.—Beyond (50½ m.) *Miramont-de-Guyenne* we descend towards the Garonne, which we reach at (65 m.) *Marmande* (p. 353).

From Mussidan to *Angoulême,* see p. 314.

93 m. *Monpont.* On the opposite side of the Isle is the plateau of *La Double,* converted from a heathy waste to fertility by a community of Trappists, who were forced to abandon their work in 1902.—118 m. (174 km.) **Coutras,** and thence to (140½ m., 226 km.) **Bordeaux,** see p. 315.

44. FROM BORDEAUX TO BAYONNE, BIARRITZ, AND IRUN

Railway, 146½ m. (236 km.) in 5–5½ hrs. (72 fr. 55, 47 fr. 40, 29 fr. 85 c.; 4 hrs. by the trains de luxe); to *Dax*, 92 m. (148 km.) in 2½–3 hrs. (45 fr. 50, 29 fr. 70, 18 fr. 70 c.); to *Bayonne*, 123 m. (198 km.) in 3½–4 hrs. (60 fr. 90, 39 fr. 75, 25 fr. 5 c.); to *Biarritz*, 131 m. (211 km.) in 4–4½ hrs. (64 fr. 90, 42 fr. 35, 26 fr. 70 c.; through carriages from Paris on the express trains).

Direct Road, 128½ m. (207 km.; several miles of bad pavé may be avoided by following the Arcachon road to Facture, and turning there to the left).—27½ m. (44 km.) *Belin*.—48½ m. (78 km.) *Labouheyre* (see below).—60¾ m. (98 km.) *Laharie*.—75 m. (121 km.) *Castets*.—89½ m. (144 km.) *St-Geours*.—93¾ m. (151 km.) *St-Vincent-de-Tyrosse* (p. 344).—109¾ m. (177 km.) **Bayonne** (p. 344). The road to (115½ m., 186 km.) **Biarritz** (p. 347) diverges on the right. The road to Spain goes on viâ (122½ m., 197 km.) **St-Jean-de-Luz** (p. 350), reaching the frontier at *Béhobie*, 2 m. before (128½ m., 207 km.) **Irun** (p. 351).

Road viâ Mont-de-Marsan, longer by 31½ m. (51 km.).—To (28½ m., 46 km.) *Langon*, p. 352.—37¾ m. (61 km.) *Bazas* (p. 352).—67 m. (108 km.) *Roquefort* (p. 353).—80 m. (129 km.) **Mont-de-Marsan** (p. 342).—96⅜ m. (156 km.) *Tartas* (p. 342).—111⅞ m. (180 km.) **Dax** (p. 342).—121 m. (195 km.) *St-Geours* and thence as above to (141¼ m.) *Bayonne*, or to (147 m.) *Biarritz* and (160 m.) *Irun*.

Bordeaux (Gare St-Jean), see p. 321. Almost immediately on quitting the suburbs of Bordeaux the line enters the immense forest of the *Landes*, which extends practically without a break as far as Dax.

The **Landes** are a vast sandy plain extending along the seashore between the Gironde and the Adour and running several miles inland. Never at any time fertile, the country was in danger of being overrun by wind-blown sand when, at the close of the 18th cent., the engineer Nicolas Brémontier (1738–1809) adopted the successful plan of checking the inroads of the sand by the planting of pine-trees, and the plain is now covered with endless forests, whose wood and resin are important industrially, while the poor pasturage between the trees supports a large number of sheep. A characteristic feature of the seaward side of the Landes is the chain of land-locked lagoons, which afford excellent duck-shooting.—In the 'Courses landaises,' a bloodless though exciting form of bull-fight, the animals ('vaches de combat') are teased and harassed but not killed.

On the left at (14 m.) *Croix-d'Hins* tower the eight masts (850 ft. high) of the Bordeaux wireless station, one of the most powerful in Europe.—23 m. *Facture* is the junction for branch lines to (56½ m.) *Lesparre* (p. 330) viâ (13 m.) *Arès* and (28 m.) *Lacanau* (p. 328), and to (21 m.) *Hostens* (p. 352).—At (25 m.) **Lamothe** the line to Arcachon diverges on the right (see p. 332).—47 m. *Ychoux*.

Branch lines run from Ychoux to (13½ m.) *Moustey*, and to (13 m.) *Biscarrosse* (Hôt. Bidouze; Labat), on the lagoon of the same name. The trains go on two or three times weekly to (21 m.) *Biscarrosse-Plage* (Hôt. du Grand-Océan), and on Sat. a train runs to (13½ m.) *Mimizan-les-Bains* (see below).

55 m. *Labouheyre* (Hôt. de France) is the junction for lines to (12 m.) *Sabres* (S.E.), to (17½ m.) *Bias* (S.W.), and to Mimizan-les-Bains (W.).

From Labouheyre to Mimizan-les-Bains, 19 m. (31 km.), railway in c. 2 hrs. (7 fr. 25, 4 fr. 35 c.).—10½ m. *Pontenx-les-Forges* is a centre of the resin industry.—17½ m. *Mimizan-Bourg* was an important port in the middle ages but, overwhelmed in the 18th cent. by sand, retains no trace of its antiquity save a mutilated porch of its 12th cent. church.—19 m. **Mimizan-les-Bains** (*Hôt. de France; Lespès*) is a little seaside resort with a good beach. To Biscarrosse, see above.

67½ m. (109 km.) **Morcenx** (*Buffet; Hôt. du Commerce*) has large sawmills and is the chief centre for the products of the Landes. The local carts, with their gaily caparisoned mules, are known as 'broos.'

FROM MORCENX TO TARBES, 85 m. (137 km.), railway in 2¾–4 hrs. (42 fr. 15, 27 fr. 50, 17 fr. 35 c.).—24 m. (39 km.) **Mont-de-Marsan** (*Hôt. Richelieu*, R. 8, D. 10, pens. 30 fr.; *de France*, R. 8, D. 9, pens. 24 fr.; *des Pyrénées*), the chief town (9829 inhab.) of the department of the *Landes*, isa pleasant but uninteresting place at the confluence of the Douze and the Midou, which unite to form the Midouze. The only ancient building is the lower story of the keep built by Gaston Phœbus (p. 383) on the bank of the Midou. The light railway from Mont-de-Marsan to (28⅓ m.) *Luxey* (p. 353) passes (17 m.) *Labrit*, formerly *Albret*, the chief town of the duchy created in 1556 for Antoine de Bourbon, husband of Jeanne d'Albret and father of Henri IV.—From Mont-de-Marsan to *Nérac*, see p. 354; to *Marmande*, see p. 353; to *Dax*, see p. 343.

33 m. *Grenade* (Hôt. de France, L. or D. 8 fr.) is a bastide on the Adour.—44 m. **Aire-sur-l'Adour** (2272 inhab.; *Hôt. du Commerce*, R. 5, L. or D. 8 fr.) has an interesting *Cathedral* with a 12th cent. choir and transepts, a 14th cent. nave, and a curious 16–17th cent. W. front. The old *Bishops' Palace*, on the right, dates in part from the 11th century. In the suburb of *Mas-d'Aire* is a curious brick church (13–16th cent.), whose crypt contains a fine 5th cent. sarcophagus. Light railways run from Aire to Orthez (p. 385) and to Pau (p. 388).—53½ m. *Riscle*, junction for Condom and Port-Ste-Marie (see p. 353), has a church with a 14th cent. front.—69 m. *Maubourguet* has a church with interesting Romanesque details.—At (74½ m.) *Vic-en-Bigorre* (2890 inhab.; Hôt. de France) we join the line from Auch (p. 356).—85 m. (137 km.) *Tarbes*, see p. 391.

Other branch lines run from Morcenx to (22 m.) *Lit-et-Mixe*, and to (18 m.) *St-Julien-en-Born*, whence a road goes on to (6 m.) *Contis-les-Bains* (Hôt. de la Plage; Ducourneau), a seaside resort with a good sandy beach.

Beyond Morcenx the landscape becomes slightly less monotonous, though the woods continue.—83 m. *Laluque* is the junction for (8½ m.) *Tartas* and for (22 m.) *St-Girons-en-Marensin* (Hôt. Moresnau, with a curious signboard), 3 m. E. of which is a bathing-beach.—87 m. *Buglose* and (89½ m.) *Berceau de St-Vincent-de-Paul*, see p. 343.

92 m. (148 km.) **DAX** (8554 inhab.) is a well-known spa on the Adour, famous for its hot springs and mud baths, but otherwise uninteresting. The line to Pau here parts company with that to Bayonne.

Railway Stations. *Gare du Midi*, for all main-line trains, in the suburb of Sablar, ¼ hr.'s walk from the town. —*Steam Tramway Stations*, beside the Gare du Midi.

Hotels. First class: *HÔT. DES THERMES, Cours du Verdun; DES BAIGNOTS, Allées des Baignots. Less expensive: HÔT. DE LA PAIX, Rue des Pénitents; DAX-THERMAL, Allées des Baignots; GRACIET, Cours Maréchal FOCH; RICHELIEU, Av. Victor-Hugo. Simpler: CHEVAL-BLANC; DE L'AVENUE; TERMINUS.

Pensions. *Villa Odette*, Rue du Tuc d'Eauze; *Fiquet; Lassos; Maysonnave; Dudin*; and many others.

Bathing Establishments. *Grands-Thermes, Etablissement des Baignots, Thermes Salins, Dax-Thermal*, all on the left bank of the Adour. Smaller baths (Lavigne, Sarrailh, etc.) near the Fontaine-Chaude and beyond the Parc Théodore-Denis.

Post Office at the corner of the Rue de la Fontaine-Chaude and the Rue Ste-Ursule.—SYNDICAT D'INITIATIVE, near the casino.

Amusements. *Theatre*, Rue de la Fontaine-Chaude; *Casino*, adjoining the Thermes Salins; *Arènes*, in the Parc Théodore-Denis, with bull-fights and 'courses landaises' (comp. p. 341) in summer.

History. Dax occupies the site of the capital of the Gallic Tarbelli, and its thermal springs were known to the Romans as *Aquæ Tarbellicæ* or *Aquæ*

Augustæ. In the 10th and 11th cent. Acqs or Dacqs, whose first bishop was St. Vincent (c. 250), had counts of its own, but their territory was later added by Richard Cœur de Lion to his possessions in Gascony. Dax prospered under the English, but after 1296, when it was taken by the French, it remained faithful to the latter throughout the Hundred Years' War. It was the birthplace of J. C. Borda (1733-99), the astronomer, and of Roger Ducos (1754–1816), consul with Napoleon and Siéyès in 1799.

The bridge across the Adour ends in the Place Thiers, the principal square of Dax, just beyond which is the **Fontaine Chaude,** whose waters, gushing out into a large basin at a temperature of 147° Fahr., have been known since Roman times as a specific for rheumatic and gouty complaints. To the right, along the bank of the Adour, are the principal bathing establishments: first the *Thermes Salins*, with the Casino, built on the site of the castle of the Counts of Dax, then the *Grands-Thermes*, followed by the *Dax-Thermal* and the *Etablissement des Baignots*, which is the principal establishment for mud-baths. Hence the Boulevard Carnot leads away from the river to the modern church of *St-Vincent-de-Xaintes* (1893), containing a Gallo-Roman mosaic discovered beneath the foundations of a previous church on the site. From the Tour Borda, crowning the hill on the right of the Boul Carnot, the Pyrenees can be seen in clear weather. The Rue Gambetta leads from St-Vincent to the Place St-Vincent and the former cathedral of **Notre-Dame,** a building in the classical style (1656–1719), replacing a church destroyed by the Huguenots. In the N. transept a finely-sculptured portal of the early 13th cent. has been reconstructed. The *Hôtel de Ville*, behind Notre-Dame, contains a small museum of neolithic and Carlovingian antiquities, while in the Place Wilson, or Place St-Pierre, farther E., are some remarkable remains of the Gallo-Roman ramparts, with their towers of defence.

St-Paul-lès-Dax, on the left just beyond the station, has a church with a sculptured Romanesque apse.—A longer excursion may be made by road or rail (see above) to (4½ m.) the *Berceau de St-Vincent-de-Paul*, where the saintly founder of the Lazarists and the Little Sisters of the Poor was born in 1576. His birthplace has been converted into a chapel, containing personal souvenirs, and round about are a hospice, an orphanage, mission schools, etc. Opposite the church are the remains of an oak tree beneath which the saint tended sheep in his youth.—About 2½ m. farther on is the modern pilgrimage-church of *Notre-Dame-de-Buglose*.

From Dax to Pau, 53 m. (85 km.), railway in 1½–1¾ hr. (26 fr. 15, 17 fr. 5, 10 fr. 75 c.; through trains from Bordeaux). The line crosses the Adour and the Luy.—13 m. *Misson-Habas*.—19 m. *Puyoô*, and thence to (53 m.) Pau, see p. 384.

From Dax to Mont-de-Marsan, 40½ m. (65 km.), railway in 2¼ hrs.—12 m. *Gamarde-les-Bains*, with a small sulphur-spa. 14¼ m. *Montfort-en-Chalosse* is a bastide in a commanding situation, with a 12–15th cent. church.—About 3 m. W. of (20½ m.) *Mugron* is the splendid Renaissance château of *Poyanne*, with a laurel-copse planted by Henri IV. 30 m. (48 km.) **St-Sever** (*Hôt. du Commerce; de France*), an old town (2168 inhab.), formerly surnamed *Cap-de-Gascogne* from its prominent situation, commands a wide view over the Landes and the Adour valley. It was the birthplace of Gen. Lamarque (1770–1832), who took Capri from the English in 1808. The **Church*, dedicated to the martyred patron of the town, was founded in the 10th cent. and rebuilt in the

12th, while the vault and the S. side were altered in the 15th and 17th centuries. The E. end, with its crown of seven apsidal chapels, is especially remarkable. The *Hôtel de Ville* occupies the adjoining 17th cent. convent. In the Rue Lamarque, behind the church, the *School of Agriculture* occupies the buildings of a Jacobin convent, including a fine 17th cent. cloister. Beyond St-Sever the railway to (40⅛ m.) *Mont-de-Marsan* (p. 342) is without interest.

A branch line connects St-Sever with (9½ m.) *Hagetmau* (Hôt. du Chapon-Fin), also on the light railway from Orthez to Aire (p. 385), with a house where Wellington lodged in 1814 before the battle of Toulouse. The hospital covers the fine crypt (12th cent.) of the vanished church of St-Girons.

Dax is connected by steam tramway with (18 m.) *Azur*, with (20½ m.) *Amou* (p. 385), and with (19 m.) *Peyrehorade* (p. 384). The last line passes (9 m.) *Pouillon*, whose church has a curious 11th cent. apse.

Beyond Dax the landscape is less uniform and the forest becomes thinner.—101 m. *Saubusse-les-Bains* has a thermal establishment (1½ m. S.) with warm mud-baths.—107½ m. *St-Vincent-de-Tyrosse* (Hôt. de France; des Gourmets) has factories for rope-shoes and sabots.

From St-Vincent to Léon, 22 m. (35 km.), light railway in 1¾ hr.—7⅛ m. *Soustons* lies to the E. of the Etang de Soustons.—13⅝ m. *Vieux-Boucau* (Hôt. de l'Océan; de la Plage), named after the 'old mouth' of the Adour (see below), is a village between the forest and the dunes, with a sandy beach ½ m. W.—16 m. *Messanges* produces the best wine in the district.—22 m. **Léon** (*Hôt. du Commerce & de la Côte-d'Argent*, well spoken of; *du Centre*) is a pleasant village which is the most convenient centre for exploring the forests of the Marensin. The church has a curious interior doorway. About 20 min. N.W. is the Etang de Léon, which provides excellent duck-shooting.

115 m. *Labenne* is the junction for Capbreton and Seignosse.

From Labenne to Seignosse, 10½ m. (17 km.), light railway in 1 hr.—5½ m. (9 km.) **Capbreton** (*Hôt. de la Plage*, R. 8, L. 10, D. 12, pens. 25 fr.; *de la Côte-d'Argent; du Gouf*, L. or D. 8, pens. 22 fr.; *Lacave; Marin*) was an important seaport until the end of the 14th cent., when the mouth of the Adour shifted from here to Vieux-Boucau, after a tempest which flung a sand-dune athwart its old course. It remained of some importance, however, until the people of Bayonne in 1579 cut a canal through the strip of dune separating the river from the sea, thus shortening its course once and for all. The Canadian island of Cape Breton takes its name from the hardy mariners of this port who first landed there in the early 16th century. Capbreton is now a mere village with no trace of antiquity save the old tower in front of the church; its sea front, however, is a well-known family resort. On the beach is an old 15th cent. Virgin, venerated by the local fishermen, and along the shore are little vineyards producing a good 'vin de sable.'—7 m. **Hosségor** (*Grand-Hôt. du Parc*, R. 8, D. 9, pens. 22 fr.; *La Pergola; de la Côte-d'Argent*, L. 8, D. 9, pens. 20 fr.) is a quiet resort about 1½ m. from the Etang d'Hosségor, a relic of the old channel of the Adour (comp. above), now an important oyster park. It was a favourite retreat of Edward VII during his sojourns at Biarritz, and its villas are now frequented by many French novelists. Paul Margueritte (b. 1860) died here in 1918. 10½ m. *Seignosse*, the terminus of the railway, lies a little inland.

Beyond Labenne we leave the forest behind, and soon see on the right the mouth of the Adour, with the factories of (121 m.) *Le Boucau*, an industrial suburb of Bayonne.

123 m. (198 km.) **BAYONNE** (*Buffet*) is a picturesque and historic town standing at the confluence of the Nive and the Adour, nearly 5 m. above the mouth of the latter stream. The station and the new town are on the right bank of the Adour. The old town, on the left bank, is divided by the Nive into Grand-Bayonne, on the W. bank, and Petit-Bayonne on the E. The old arcades of the streets of Bayonne are in

striking contrast with the gay and fashionable crowds from Biarritz which frequent their excellent pâtisseries and cafés. Bayonne is celebrated for its 'touron,' a kind of marzipan flavoured with fruit.

Railway Stations. *Du Midi* (Pl. D 1), for all main line services and for Biarritz viâ La Négresse. *Du B.A.B.* (Pl. B 1), for the Bayonne–Anglet–Biarritz light railway.

Hotels. GRAND-HÔT. ET DU COMMERCE (Pl. a; B 2), 21 Rue Thiers, R. 12, L. 13, D. 14 fr.; DU PANIER-FLEURI (Pl. b; C 2), 3 Rue du Port-Neuf, R. 10, L. or D. 11, pens. 25 fr.; DE PARIS ET BILBAÏNA (Pl. c; C 2), 15 Rue Thiers, R. 10, L. 10, D. 12, pens. 30 fr.; DE LA COMPAGNIE DU MIDI, at the station, R. 15, L. 15, D. 16 fr.; CAPAGORRY, DE L'EUROPE, 14 and 33 Rue Thiers. Inexpensive hotels near the station: MODERNE ET LOUSTAU, Quai de Lesseps (Pl. D 1), R. 8, D. 9 fr.; EXCELSIOR, Place St-Esprit (Pl. D 1).

Restaurants. *Pâtisserie Guillot-Durand*, Rue du Port-Neuf, next the Panier-Fleuri, fashionable; *Grande Brasserie* (1st floor), Place de la Liberté.—CAFÉS in the Place de la Liberté.

Post Office (Pl. C 2), Rue Jacques-Laffitte. SYNDICAT D'INITIATIVE, Av. Léon-Bonnat (Pl. B 1).

Tramways. From the station to *Biarritz* direct (1 fr. 35 c.); from the Place d'Armes (Pl. C 1) to *Biarritz* viâ La Barre (1 fr. 40 c.); from the station to the *Lycée de Marrac* (p. 347).

Arènes, for bull-fights (Aug.–Sept.), etc., adjoining the Allées Paulmy.

History. The oldest name of Bayonne was *Lapurdum*, when, under the Romans, it was the chief port of Novempopulania (comp. p. 308). The name survives in the title of the see of Bayonne, known as the *Pays de Labourd*. The present name, probably Basque in origin, appears first as *Baiona* in the 12th century. Bayonne prospered under the English rule from 1154 to 1451, when the inhabitants offered a stout resistance to Dunois, the general of Charles VII. The present prosperity of the port dates from the diversion of the Adour by Louis de Foix in the 16th century (comp p. 344). As the last town on one of the two high-roads from France into Spain, Bayonne has been the scene of many events important in the course of Franco-Spanish relations. Here in 1526 Francis I, released from his prison in Madrid, denounced the treaty which the emperor Charles V had exacted from him; in 1565 Charles IX, with his mother Catherine de Médicis, interviewed his sister Queen Elizabeth of Spain with a view to the extermination of Protestantism; and here in 1808 (at the Château de Marrac, p. 347) Charles IV of Spain renounced all rights to his throne in favour of Joseph Bonaparte. Six years later the same Joseph once more passed through Bayonne, with his kingdom lost and a victorious British army at his heels. The town held out stubbornly during the subsequent siege, and opened its gates only after the abdication of Napoleon (Apr. 21st, 1814). The bayonet derives its name from Bayonne, and is said to have been first used by Basque troops in a frontier skirmish (16-17th cent.). Among famous natives of Bayonne are Jacques Laffitte (1767–1844), the banker; Card. Lavigerie (1825–92), the apostle of Africa; and Léon Bonnat (1833–1922), the painter.

The station, in the Faubourg St-Esprit on the right bank of the Adour, lies beneath Vauban's *Citadel* of 1674–79. On the right is the dark church of *St-Esprit* (Pl. D 1), containing a 14th cent. wooden group of the Flight into Egypt Hence the *Pont St-Esprit* (rebuilt 1919), across the Adour, and the Pont Mayou, across the Nive, bring us to the *Place de la Liberté* (Pl. C 2), the liveliest open space of Bayonne, bordered on the right by a building which is occupied by the sous-préfecture, the theatre, and the custom house. The statue of Lavigerie, on the little redoubt between the two rivers, is by Falguière. The busy Rue du Port-Neuf, whose low-pitched arcades shelter the best shops in Bayonne, leads

up through the old town. Its prolongation, the Rue de la Monnaie, ends at the ***Cathedral** (Pl. B 3; *Ste-Marie*), an imposing but rather cold Gothic church, begun in 1213 and continued into the 15th century. The lofty spires were added by Boeswillwald in 1875.

Of the numerous 15–16th cent. stained-glass windows, those in the second chapel from the E. end of the N. aisle are perhaps the best. The keystone of the nave vault nearly opposite bears the arms of England. The marble altar, with silver-gilt panels, is likewise noteworthy. The over-restored but still beautiful **Cloister* (1240) is approached through the *Sacristy*, which contains a fine 13th cent. doorway (apply to the sacristan). The cloister-walks contain some fragmentary tombs.

The Rue de l'Espagne, behind the cloister, leads to the recently widened *Porte d'Espagne* (18th cent.), whence we may begin the circuit of the ramparts (see below).

The Rue de l'Evêché descends from the cathedral to the *Château-Vieux* (Pl. B 2), guarded by massive towers of the 12th and 15th cent., and preserving some foundations of the Roman citadel. A tablet commemorates the visit of Napoleon and Joseph Bonaparte with Charles IV of Spain in 1808. The Rue Gambetta, which here bears to the right, crossing the Rue du Port-Neuf, reaches the Nive at the Pont Marengo. Immediately opposite, in one of the numerous old Basque houses on the quay, is the ***Musée Basque** (Pl. C 2; adm. 10–12 and 2–4, 5, or 6, 1½ fr.), a recently arranged collection of local archæology.

The present arrangement is provisional, as all the rooms are not yet (1926) at the disposal of the museum authorities.—Room 1 (first floor) contains a large relief-plan of Bayonne; portraits and prints relative to the history of Bayonne, including a curious account of the imaginary 'bombardment' of the town by a German submarine in 1915; and (temporarily) collections illustrating the history of Biarritz and the Carlist rebellion of 1836–43, in which the Spanish Basques played a large part.—R. 2, at the farther end, contains examples of religious art.—RR. 5 bis, 5, and 4, adjoining, illustrate the local industries of the Basques, including weaving and the manufacture of rope-shoes (espadrilles), makhilas (singlesticks), and chocolate. From R. 3 (next to R. 4), which contains Basque tombstones, fire-backs, etc., and a fine iron-bound door from Spanish Navarre, we pass into RR. 6 and 7, furnished to show the traditional appearance of a Basque bedroom and kitchen.—R. 8 is devoted to souvenirs of the national game of pelota.—R. 9 (second floor) contains Basque costumes and pottery and a curious 'universal clock.'—R. 10 (not open in 1925) contains exhibits relating to the local drama and puppet-shows.

The first street on the left beyond the Musée Basque leads to the ***Musée Bonnat** (adm. free 1–4 or 5 on Sun. and Thurs.; other days on application). The collection of *Drawings, one of the best in France, together with some good paintings, was bequeathed to the town by the painter Léon Bonnat (p. 345).

On the ground floor is the municipal library. We ascend to the first floor: Room I (l.) contains drawings by 19th cent. French artists, including Th. Rousseau, Daubigny, Ingres (good portraits), Delacroix, Barye (water colours), Charlet, and Puvis de Chavannes.—Room II. *Sketches by *Van Dyck*, including portraits of Isabella of Austria and Henrietta of France; *Raphael*, *Pen-drawing of the head of St. Joseph (study for the Holy Family in the Louvre); *Rubens*, Numerous sketches, including a Triumph of Venus, *Manna, Elijah in the wilderness; *Ribera*, *Despairing woman; *Filippo Lippi*, *Leonardo da Vinci*, Studies for Madonnas; *Benedetto da Maiano*, Mary Magdalen and angels (terra-

1-30 Imp Dupuy-Jouy Paris

cotta); *Piero della Francesca*, Head of Christ; *15th cent. Flemish School*, Madonna; *El Greco*, Duke of Benevento; *Murillo*, Daniel in the lions' den (in the painter's early manner, influenced by Ribera); *Brouwer*, Toper; *El Greco*, Portrait; *Poussin*, Pastoral; *Goya*, Sketches; *Géricault*, Cavalry officer charging; *Tiepolo*, Sketch for a ceiling; *Paul Potter*, Cows; drawings by *Troyon*, *Daubigny*, and *Delacroix*; *Rubens*, *Salome; *Rembrandt*, Biblical subject, Old man, * Wine-tasting, Rabbi.—Room III. Continuation of the series of drawings by French artists. The Gallery following contains table-cases with antique pottery and bronzes, and two revolving stands of *Drawings by old masters.

The 2nd Floor is occupied by a Natural History Museum and the municipal art collection, including a room of paintings by *Bonnat*.

The Ramparts of Bayonne, built by Vauban, and strengthened in the 19th cent., have recently been laid out as a pleasant promenade, from which Bayonne is seen in its most picturesque aspect. On the N.W. bastion is the **War Memorial*, with impressive figures of a Basque peasant in peace and in war.

Short excursions on foot may be made from Bayonne to the *Hauteurs de St-Etienne* (1 hr., with return), viâ the Boul. Jean-d'Amou (Pl. E 1), for the sake of the view of Bayonne and the Pyrenees; to the *Cimetière des Anglais* (2 hrs., with return) viâ the Rue Maubec (Pl. D. 1) and the Route de Bordeaux. The *Coldstream Guards' Cemetery*, reached by a road on the left after c. ½ hr.'s walk along the Bordeaux road (key at the farm on the right of the entrance), contains the graves of British soldiers who fell at the siege of Bayonne in 1814. A tablet commemorates Queen Victoria's visit in 1882. About ¾ m. farther on is another cemetery with a few graves of the Scots Guards.—The drive to *La Croix de Mouguerre* (4½ m. S.E.) is worth taking in clear weather on account of the delightful view of the Pyrenees which is obtained.

The tramway from Bayonne to *La Barre* (3¾ m.) passes the site of the bridge which Wellington flung across the Adour in Feb. 1814, despite stormy weather and the rapid current of the river. The tramway serves the racecourse, or *Hippodrome de la Barre*, at the mouth of the Adour, and goes on to (7½ m.) *Biarritz* through pine-woods, amid which lies the little *Lac de Chiberta*.—The Lycée de Marrac (tramway, see p. 345) occupies the site of the *Château de Marrac*, built in 1707 by Maria of Neuberg, queen of Charles II of Spain, and burned in 1825. It was the scene of the abdication of Charles IV (comp. p. 345).

Biarritz may be reached from Bayonne either by railway (see below), by light railway (B.A.B., see p. 350), by direct tramway (p. 345), or by tramway viâ La Barre (see above).—From Bayonne to *Cambo*, *St-Jean-Pied-de-Port*, and *St-Etienne-de-Baïgorry*, see p. 393.

After Bayonne the railway crosses the Adour (view on the right) and then the Nive, and traverses a wooded country. At (129 m.) *La Négresse* passengers for Biarritz change trains unless they are in a through carriage. For the continuation of the railway to Irun, see p. 350.

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131 m. (211 km.) **BIARRITZ**, the most frequented seaside resort (17,196 inhab.) on the Atlantic coast of France, is distinguished both by its delightful climate at all seasons, and by its admirable situation at the foot of the W. Pyrenees where the shady pine-grown shore of the Landes merges into the rocky Basque coast. The most crowded months are August and September, when the hotels are filled with French and Spanish guests; there is a 'little season' at Easter;

and the winter months are favoured by a large British and American clientèle.

Railway Stations. *Biarritz-Ville* (Pl. D 4) for the branch of the Midi railway, connecting with the main line at La Négresse (see above), 3 m. S.E.—*Gare du B.A.B.* (Pl. D 2, 3), for the light railway to Bayonne (comp. p. 350).

Hotels (lower charges out of season). *Grand-Hôt. du Palais (Pl. b; E 1), Av. Edouard-VII, 350 R., with a large park, tennis courts, etc., R. 60, B. 5, L. 25, D. 30, pens. 100 fr.; *Carlton (Pl. a; E 1), Av. Edouard-VII, 300 R., R. 75, B. 6, L. 30, D. 35, pens. 120 fr. The above are hôtels de luxe. First-class hotels: Régina et du Golf, on the Plateau du Phare (beyond Pl. E 1), 150 R., R. 50, B. 5, L. 25, D. 30, pens. 90 fr.; Grand-Hôt. et Bellevue-Palace (Pl. f; D 2), Place de la Liberté, 240 R., R. 50, B. 5, L. or D. 25, pens. 110 fr.; Continental (Pl. e; E 1), Av. de la Reine-Victoria, 150 R., R. 50, B. 5, L. 22, D. 25, pens. 90 fr.; d'Angleterre (Pl. c; C 2), Rue Mazagran, 150 R., R. 50, B. 5, L. 20, D. 22, pens. 90 fr.; Victoria (Pl. d; E 1), Av. Edouard-VII, 130 R., R. 40, B. 4, L. 18, D. 20, pens. 50 fr.

Less expensive: Lefèvre, Boul. de la Grande-Plage (Pl. D 2), pens. 50 fr.; Biarritz-Salins, Av. de la Reine-Nathalie (beyond Pl. E 2), 100 R., R. 20, L. 16, D. 18, pens. 50 fr.; de Bayonne et Métropole (Pl. l; C 2) Rue Gambetta, 100 R., R. 25, L. or D. 14, pens. 40 fr.; Edouard VII (Pl. m; D 2), Place de la Liberté, L. 18, D. 20, pens. 50 fr.; de France (Pl. k; D 2), Place de la Liberté, 100 R., R. 40, L. 14, D. 18, pens. 50 fr.; du Casino-Bellevue (Pl. h; C, D 2), under the same management as the Hôt. d'Angleterre; Nouvel-Hôt. de l'Europe (Pl. j; D 3), Rue du Helder, R. 20, L. 12, D. 14, pens. 40 fr.; du Rond-Point, near the Thermes, R. 25, L. 12, D. 14, pens. 60 fr.; Maison Carrée, des Thermes-Salins, near the Thermes, R. 12–15, L. or D. 14, pens. 35 fr.; Excelsior (Pl. n; D 2), Bristol, Boul. de la Grande-Plage, Château des Falaises (Pl. o; B 2), all overlooking the sea, L. or D. 12–14, pens. 40 fr.; Alphonse XIII, near the Thermes, R. 10, L. or D. 14, pens. 35 fr.; *de Paris et de Londres (Pl. p; C 2), Place Ste-Eugénie, L. 10, D. 12, pens. 40 fr.; des Princes (Pl. i; C 2), Rue Gambetta, R. 20, L. or D. 12, pens. 35 fr.; du Parc et du Helder, Av. de la Liberté (Pl. D 3), L. 10, D. 12, pens. 35 fr.

Simpler: Viscaïna, at l'Atalaye; Pavillon des Roches, at Port-Vieux, de la Paix, pens. 30 fr.; de Bordeaux, 25 fr.; etc.

Pensions. *Villa Rosalia*, 48 Rue Gambetta; *Villa St-Jacques*, Av. du Jardin-Public; *Les Chardons*, near the Thermes, 35 fr.; *Villa Arnould*, 35 fr.; *Nartus*, 30 fr.; *Bertrand*, 25 fr., these three in the Place de l'Atalaye (Pl. B 2); *Ruffé*, Place Ste-Eugénie, 25 fr.; and many others.

Restaurants. *Château Basque*, near the Pont du Diable (Pl. A 2), L. 25, D. 30 fr.; at the *Casino Bellevue* and the *Casino Municipal*; *Café de Paris*, *Grill-Room Basque*, Place Bellevue; etc.

Pâtisseries and Tea Rooms. *Miremont*, Rue Mazagran; *Dodin*, Rue Gambetta; *Laubignat*, Rue du Centre; *Café Glacier*, Place de la Liberté.

Post Office (Pl. C 3), Place du Marché.—Syndicat d'Initiative, Place de la Liberté (Pl. D 2).

Banks. *Comptoir d'Escompte*, *Crédit Lyonnais*, Place de la Liberté; *Société Générale*, Place de la Mairie; *Lloyds*, 10 Place de la Liberté.

Cabs. 3 fr. per drive, 6 fr. per hr.; at night 4 fr. and 8 fr.; to La Négresse, 15 fr.; to the golf course, 8 fr. Taxi-cabs 2 fr. per 500 metres, then 1 fr. 25 c. per km. (2 fr. at night).

Tramways to Bayonne direct or viâ La Barre (fares, see p. 345); to St-Jean-de-Luz.

Autocar Excursions. Tickets for the 'Route des Pyrénées' (p. xxviii) may be booked and seats reserved at the Syndicat d'Initiative, at the Compagnie des Wagons-Lits or Agence Delvaille, 17 and 12 Place de la Mairie, or at the Garage Laporte, 16 Av. de la Marne. Other excursions are arranged by *Biarritz-Autocar*, 1 Rue du Helder and *Biarritz-Excursions*, Garage Laguna, Av. de la Marne.—To *San Sebastian* and back (63 m.), 40 fr.

Amusements. *Casino Municipal* (Pl. D 2), open July 1st–May 15th; *Casino Bellevue* (Pl. C 2; Aug. 15th–Oct. 15th), both with restaurants, dance-floors, gambling-rooms, etc. Race Meetings at La Barre (p. 347) in March and Sept.—Bull-Fights at Bayonne (Aug.–Sept.) and San Sebastian.—Pelota at the Royal

Fronton and at Cambo, St-Jean-de-Luz, etc.—GOLF COURSE on the Plateau de la Phare (18 holes).—TENNIS COURTS at the Golf Club (Plateau de la Phare) and at the largest hotels.

British Club. Av. Edouard-VII (Pl. E 2).

English Church, *St. Andrew's* (Pl. C 2, 3) Rue des Postes, services on Sun. at 8.30, 10.45, and 5.30.

The prosperity of Biarritz as a seaside resort began in 1838, when Carlist exiles from Spain, debarred from enjoying the baths of San Sebastian, sought recreation as near their old resort as possible. Among them was Eugénie de Montijo, who became empress of France and often favoured Biarritz with her presence from 1854 onwards. Her villa occupied the site of the present Hôtel du Palais. The visit of Queen Victoria in 1889 and the frequent sojourns of Edward VII attracted a fashionable British clientèle; and here, at the Villa Mouriscot, near La Négresse, Alfonso XIII of Spain was betrothed to Princess Ena of Battenberg in 1906.

Biarritz stands on the threshold of the **Pays Basque,** the country of a strange race which inhabits both slopes of the W. Pyrenees. The *Basques*, about 600,000 in all, of whom 130,000 live on French soil, are a race of unknown origin, calling themselves *Eskualdunak*, and speaking a language (Eskuara) which is allied to no other European tongue. They are sometimes considered to be a remnant of the ancient Iberian race. Both men and women are tall and handsome; their peculiar national costume is now represented by the béret, a sort of tam-o'shanter, worn universally by the men, the espadrilles, or rope-soled shoes, and the makhila, which serves both as a walking-stick and as a weapon and is carried by a thong. The national game of *Pelota* or *Pelote* resembles fives and is played with a huge glove of basket-work (chistera).

The great attraction of Biarritz is the magnificent promenade which extends along the shore from the Hôtel du Palais, on the N., to the Côte des Basques. At the N. end is the sandy expanse of the *Grande Plage*, open to the N.W., and lined by an esplanade which is the fashionable promenade of Biarritz. Here stands the *Casino Municipal* (Pl. D 2), flanked by salt-water baths, and provided with seats and armchairs for which a small charge is made. The Boulevard des Tamaris goes on, passing the *Casino Bellevue* (Pl. C 2) and the *Port des Pêcheurs*, and penetrates the Promontoire de l'Atalaye, the site of a mediæval fort, by means of a short tunnel emerging on the Esplanade de la Vierge. An iron bridge connects the esplanade with the *ROCHER DE LA VIERGE (Pl. A 1), a splendid view-point, especially worth visiting when the sea is rough, and commanding a prospect which extends from the mouth of the Adour to the Cantabrian mountains. The esplanade next skirts the sheltered *Port-Vieux* (Pl. B 2), with its salt-water baths, and rounds the triple Promontoire du Halde, crossing an inlet of the sea by the *Pont du Diable* (Pl. A 2). Hence we may either ascend to the Perspective Miramar, for the sake of the admirable view southward, or we may follow the Quai des Basques, skirting the *Côte des Basques* (Pl. B 3), the foam of whose breakers, which beat constantly on the shore even in the calmest weather, has given the name of *Côte d'Argent* to the whole of the French Basque coast.

In the N.E. quarter, laid out in the former grounds of the Empress Eugénie's villa, are the *Thermes Salins* (beyond Pl. E 2), fed by a natural salt spring.

A few minutes' walk N. of the Hôtel Régina is the *Lighthouse* (Phare), which stands on the summit of the Cap St-Martin and commands a wide view. At low tide the walk may be continued to the *Plage d'Anglet*.

A pleasant round (2¼ hrs. on foot; 1½ hr. by carriage) leads viâ the Av. du Bois-de-Boulogne (Pl. A 4) to the *Bois de Boulogne* and the *Lac Mouriscot*, returning viâ the Route de la Négresse and the Av. de la République.

Tramways run from Biarritz to *Bayonne* viâ *Anglet* and viâ La Barre, and a light railway viâ Anglet (comp. p. 345); another tramway connects Biarritz with (1 hr.) *St-Jean-de-Luz* (see below), running viâ (5 m.) *Bidart* (Hôt. de la Côte-d'Argent; Bidartenia, pens. 25 fr.), a small seaside village with a 16th cent. church, and (6½ m.) *Guéthary* (see below).

From Biarritz to *St-Jean-de-Luz, Cambo, Cauterets*, etc., by the *Route des Pyrénées*, see p. 395. The motor service crossing the Spanish frontier at the Col de Maya and going on to *Pampeluna* (Pamplona) is at present suspended.

Beyond La Négresse (p. 347) the main line approaches the sea.—129 m. *Bidart*, see above.—133½ m. *Guéthary* (Hôt. Juzan, R. 20, L. 12, D. 14, pens. 40 fr.; Gurrutyia, R. 15, L. 12, D. 15, pens. 40 fr.; Thalassa, pens. 40 fr.; Eskualduna, pens. 35 fr.) is another pretty seaside village.

137¼ m. (221 km.) **ST-JEAN-DE-LUZ** (5095 inhab.), at the mouth of the Nivelle, is a pleasant seaside resort of growing popularity, quieter than Biarritz.

Hotels. Golf-Hotel, 100 R., R. 20, L. or D. 20, pens. 60 fr.; d'Angleterre, 100 R., R. 35, L. 15, D. 18, pens. 60 fr.; Modern, 100 R., L. 15, D. 20, pens. 45 fr., these three on the shore. De la Poste, 85 Rue Gambetta, R. 12, L. 12, D. 15, pens. 35 fr.; Beauséjour, Boul. Thiers, L. 12, D. 14, pens. 35 fr.; de Paris et du Parc, du Commerce, at the station, R. 10, L. or D. 10, pens. 30 fr.; Eskualduna, R. 12, L. 8½, D. 9½, pens. 32 fr.

Pensions. *Villa Bel-Air*, R, 25, L. or D. 14, pens. 50 fr.; *Erléac*, 35 fr.; *Elso-Baïta*, *Helios*, *Maïtagarria*, 30 fr.; etc.

Restaurants. *La Pergola*, on the shore.—Tea Rooms, *Etchebaster*, *Déan*, Rue Gambetta; *Royalty*, *Lalande*, Boul. Thiers.

Post Office, Boul. Victor-Hugo.

Tramway to *Biarritz*, see above; to *La Rhune*, see p. 351.—Autocars for the Route des Pyrénées, see p. 348.

English Church (Nativity), 77 Rue Gambetta. Services on Sun. at 8, 10.30, and 6.

Golf Course on the other side of the Nivelle (36 holes).

History. The sailors of St-Jean-de-Luz have played a distinguished part in French history. They were the first to fish the Grand Banks of Newfoundland (1520) and their ships formed the greater part of the force which relieved the English blockade of La Rochelle in 1627. The marriage of Louis XIV and the Infanta Maria Theresa was solemnised here in 1660, when the town was at the height of its prosperity, but the transference of the Newfoundland fishing rights to Britain in 1713 was a blow from which St-Jean never recovered, though the construction of a new harbour at the mouth of the Nivelle has brought back a shadow of its former trade.

The *Digue-Promenade* or *Boulevard de la Plage* is the centre of the life of the modern settlement, but the principal interest of St-Jean-de-Luz is concentrated round the Place Louis-Quatorze in the old town, in which rises the *Château Lohobiague* or *de Louis-XIV*, built in 1635. In the adjoining *Mairie* is preserved the marriage-contract of Louis XIV and Maria Theresa (shown on application). On the quay overlooking the harbour is the turreted *Maison de l'Infante*, a charming structure of red brick and white stone where the Infanta lodged before her marriage. In the Rue de la

D'après le plan de Mr E. Ardoin, revu par Mr L. Villedary

6-26 Imp. Dufrénoy, Paris.

République is the 15th cent. *Maison Esquernea.* The church of *St-Jean*, in the Rue Gambetta, founded in the 13th cent., is a typical Basque church, with its wide vaulted nave surrounded on three sides by wooden galleries. We enter by a 15th cent. door on the S. side; the main portal has been walled up since the triumphal entry of Louis XIV and his bride.

Pleasant walks lead from St-Jean to (50 min. with return) the *Pointe Ste-Barbe*, beyond the N. end of the digue; and to (2 hrs. with return) the *Fort de Socoa*, on the opposite horn of the bay. The latter route passes **Ciboure** (*Pens. Frichou-Baïta*, L. or D. 12, pens. 35 fr.; *Hostellerie de Ciboure*, R. 10, L. or D. 10, pens. 35 fr.; *Restaurant de la Réserve*), a suburb of St-Jean on the left bank of the Nivelle, with a church and a main street typical of Basque architecture. The road goes on beyond Socoa to (7 m.) Hendaye-Plage (see below).

The tramway from St-Jean-de-Luz to *Sare* (p. 395) has been completed (1925) as far as *St-Ignace*, where it connects with the cog-wheel railway ascending the *Montagne de la Rhune* (comp. p. 395).

From St-Jean-de-Luz to *Cambo* and *St-Jean-Pied-de-Port*, see p. 395.

139 m. *Urrugne* has a 15th cent. church with a curious inscription on its clock.—143½ m. *Hendaye-Plage* (see below), a 'halt' for local trains.—144½ m. (233 km.) **Hendaye** (*Buffet; Hôt. Imatz*, R. 9, D. 12, pens. 25 fr.; *de France et d'Angleterre; du Midi*, R. 8, D. 10 fr.), where luggage is examined by French custom-house officers, is connected by electric tramway (50 c.) with **Hendaye-Plage** (*Hôt. Eskualduna*, R. 40, L. 23, D. 25, pens. 70 fr.; *Continental et de la Plage*, R. 10, L. 14, D. 15, pens. 35 fr.; *Central, Oudarraïtz*, R. 10, D. 12, pens. 35 fr.; *de Paris*, L. 10, D. 12, pens. 28 fr.), a seaside resort with a golf course (18 holes), on the estuary of the Bidassoa, facing the Spanish town of Fuenterrabia.—On excursions into Spain passports should not be forgotten.

Excursions may be made from Hendaye along the Bidassoa to (2¼ m.) *Béhobie* and (3½ m.) *Biriatou*. Opposite Béhobie, on neutral ground in the bed of the Bidassoa, is the *Ile des Faisans*, on which a conference between Louis XIV of France and Philip IV of Spain in 1659 put an end to hostilities between their nations in the Thirty Years' War. From Biriatou we may ascend the *Chapdocogagna* (1604 ft.; 3½ hrs. from Hendaye and back), a summit commanding a fine view of the Navarre mountains and the coast between Biarritz and San Sebastian. The mountains above the lower Bidassoa were strongly but vainly fortified by Marshal Soult in 1813 to prevent Wellington forcing a passage into France.—When the tide permits, a boat (bargain essential) may be taken from Hendaye to **Fuenterrabia** (*Hôt. de Francia; Miramar*), or *Fontarabie*, an old Spanish town with an 11th cent. church disfigured at the Renaissance, and a royal palace (14–16th cent.). The ascent of the *Jaizquibel* (1916 ft.) is easily made hence (1½ hr. up and down). A tramway runs hence to the station of Irun (see below).

The station of Hendaye is connected by tramway with (50 min.) San Sebastian (p. 352) via **Irun and Pasajes.**

Beyond Hendaye the railway crosses the Bidassoa on an international bridge commanding a fine view (r.) of the mouth of the river and (l.) the three summits of La Haya with La Rhune behind.—146½ m. (236 km.) **Irun** (*Buffet; Palace-Hôtel; Hôt. Casino; de Bayonne*) is the first Spanish station (customs examination), where we change into the broad-gauge Spanish train. The church of *Nuestra Señora de Juncal* (1506)

is typical of Renaissance architecture in the Spanish province of Guipuzcoa.

Electric tramways connect Irun with Hendaye, Fuenterrabia, and San Sebastian, and a branch line ascends the Bidassoa valley to (31½ m.) *Elizondo*.—The ascent of *La Haya* (2752 ft.) or *Les Trois-Couronnes* is easily made from Irun (6 hrs. with return).

From Irun to San Sebastian, 10½ m. (17 km.), railway in 20–30 minutes.—6 m. *Lezo-Renteria*. Lezo (r.) is an old town with interesting houses and the Basilica de Santo Cristo, rebuilt in the 17th cent.; Renteria (l.), on the tramway from Irun to San Sebastian, has a fortified 16th cent. church.—7½ m. *Pasajes* stands on a beautiful land-locked bay, the finest harbour of Guipuzcoa. The Jaizquibel is prominent on the right.—10½ m. (17 km.) **San Sebastian** (50,000 inhab.; *Hôt. Maria Cristina*, with a fashionable clientèle; *Escurra, Continental, de Londres, Victoria-Palace*, first-class; *Mexico, Niza, Suisse*, etc.) is the most aristocratic seaside resort of Spain, especially favoured by the royal family. It occupies a peninsula between the Rio Urrumea and the beautiful *Playa de la Concha*, on whose shore are the Parco Alderdi-Eder and the Paseo de la Concha, the fashionable promenade. On the opposite side of the bay is the royal *Palacio de Miramar*.

45. FROM BORDEAUX TO TOULOUSE

Railway, 159½ m. (257 km.) in 3¾–4½ hrs. by express train (79 fr. 5, 51 fr. 60, 32 fr. 50 c.); to *Agen*, 84½ m. (136 km.) in 1¾–2½ hrs. (41 fr. 80, 27 fr. 30, 17 fr. 20 c.); to *Montauban*, 128 m. (206 km.) in 3–3¾ hrs. (63 fr. 35, 41 fr. 35, 26 fr. 5 c.).

Road, 157¾ m. (254 km.). We quit Bordeaux by the Cours de la Somme and the Route de Toulouse.—20 m. (32 km.) *Podensac* (see below).—28½ m. (46 km.) *Langon* (see below), where we cross the Garonne.—40 m. (64 km.) *La Réole* (p. 353).—52 m. (84 km.) *Marmande* (p. 353).—63 m. (101 km.) *Tonneins* (p. 353).—69½ m. (112 km.) *Aiguillon* (p. 353).—75¾ m. (122 km.) *Port-Ste-Marie* (p. 353).—89 m. (143 km.) **Agen** (p. 354).—105½ m. (170 km.) *Valence-d'Agen* (p. 357).—116 m. (187 km.) **Moissac** (p. 357).—121 m. (195 km.) *Castelsarrasin* (p. 358).—139¾ m. (225 km.) *Grisolles* (p. 292).—157¾ m. (254 km.) **Toulouse** (p. 358).

Bordeaux, see Rte. 42. The Toulouse line ascends the left bank of the Garonne in a fertile but uninteresting plain.—12 m. *Beautiran*.

From Beautiran to St-Symphorien, 30⅓ m. (49 km.), light railway in 2¼–2¾ hrs.—4½ m. *Labrède* (Hôt. du Centre) has an over-restored Romanesque church, but its principal interest centres in its *Château (visitors admitted on presentation of a card to M. le Baron de Montesquieu), which was the birthplace and the favourite residence of the famous author Montesquieu (Charles de Secondat, Baron de Labrède et de Montesquieu; 1689–1755). His bedroom has been left undisturbed, and among other interesting features of the castle shown to visitors are the 15th cent. chapel and the 13th cent. keep.—From (20½ m.) *Hostens* a branch line runs to Facture (p. 341).—30½ m. *St-Symphorien* is also on the light railway from Nizan to Luxey (p. 353).

17½ m. *Podensac*.—At (18½ m.) *Cérons*, opposite Cadillac (p. 328), we enter the wine-growing region of *Sauternes*, whose most famous vineyard is at *Château Yquem*.—21 m. *Barsac*, noted for its white wine, has a curious 18th cent. church.—26 m. (42 km.) **Langon** (*Hôt. Richelieu; du Cheval-Blanc*), with 3909 inhab., has a 13th cent. church with a modern tower.

From Langon to Gabarret, 49 m. (79 km.), railway in 2¼–2½ hrs.—7½ m. *Nizan*, 2 m. S. of the 14th cent. **Château de Roquetaillade*, is the junction for Luxey (see p. 353).—12½ m. (20 km.) **Bazas** (2375 inhab.; *Hôt. du Cheval-Blanc; du Lion-d'Or*) was formerly the capital of the Vasates and one of the chief towns of Novempopulania (comp. p. 309) and is still surrounded in part by its ramparts,

of which the 13th cent. *Porte du Gisquet* is the finest relic. The church of *St-Jean*, a cathedral until 1790, was begun in 1233 and restored after the Religious Wars (1578–1605). The façade, altered in the 15–16th and 18th cent., still preserves some original sculpture. The arcaded Place de la République is lined with old houses.—The railway crosses the Beuve on a fine viaduct and, at (17½ m.) *Beaulac-Bernos*, the ravine of the Ciron.—At (34 m.) *Bourriot-Bergonce* we intersect the line from Marmande to Mont-de-Marsan.—49 m. *Gabarret*, see p. 354.

From Nizan to Luxey, 25 m. (40 km.), light railway in 2¼–3 hrs.—2½ m. *Uzeste*. The collegiate church, built by Pope Clement V (d. 1316), a native of the place, contains his mutilated tomb, and the effigy of a Chevalier de Grailly (13–14th cent.; comp. p. 332).—At (5 m.) *Villandraut*, in the wooded valley of the Ciron, are the massive ruins of the moated castle of Clement V.—11 m. *St-Symphorien* (p. 352).—19 m. *Sore* has a 13th cent. church with an unusual façade.—From (25 m.) *Luxey* another tramway goes on to Mont-de-Marsan (see p. 342).

The train crosses the Garonne between Langon and (28 m.) *St-Macaire*, a very ancient town with a 13th cent. *Gateway and a 12-13th cent. church. *Verdelais*, 2 m. S.W., has a venerated wooden Virgin, worshipped by pilgrims since the 12th cent. (chief pilgrimages, July 2nd and Sept. 8th).—38 m. (61 km.) **La Réole** (*Grand-Hôtel ; Terminus*) is a small town (3104 inhab.) on a hill above the right bank of the Garonne. The 13th cent. church of **St-Pierre*, with a modern tower, adjoins the buildings of the former abbey (Regula) which gave the town its name. The former *Hôtel de Ville* (12–14th cent.), now a market, and the *Château* (12–14th cent.) are other interesting old buildings. The twin brothers Faucher (1759–1815), called 'Les Jumeaux de la Réole,' served as generals under Napoleon and were unjustly shot for treason at Bordeaux.—49 m. (79 km.) **Marmande** (*Hôt. des Messageries ; du Centre*), a busy and well-built town 6467 inhab.), contains little of interest beyond an expressive 17th cent. entombment in its 13–15th cent. church. On the S. side are the remains of a 16th cent. cloister.

From Marmande to Mont-de-Marsan, 61 m. (98 km.), railway in 3 hrs.—The line crosses the Garonne and its canal. 16 m. **Casteljaloux** (2727 inhab.; *Hôt. Fages*) is notable for its old wooden houses with projecting stories, best of which is the *Château de Jeanne d'Albret* or *Maison de Xaintrailles*. We traverse the E. end of the Landes.—25 m. *Houeillès* has a 13th cent. church.—38½ m. *Bourriot-Bergonce*, see above.—46½ m. *Roquefort* is the junction of a line to (7½ m.) *Lencouacq*.—61 m. *Mont-de-Marsan*, see p. 342.

From Marmande to *Bergerac* and *Mussidan*, see p. 340.

55 m. *Gontaud-Faugerolles* is the station for (3 m. S.) *Le Mas-d'Agenais*, where many Roman antiquities have been discovered (comp. p. 355). The 12th cent. church contains antique columns.—59½ m. *Tonneins* (4572 inhab.; Hôt. du Centre) is the junction of a line to Villeneuve-sur-Lot and Penne (p. 340) and light railways to (30½ m.) *Sos* (p. 354) and to (12½ m.) *Tombebœuf*.—Beyond (63½ m.) *Nicole* we cross the Lot just above its mouth.—67 m. *Aiguillon* has a ducal château rebuilt in 1765 and a Roman wall overlooking the railway.—72 m. *Port-Ste-Marie* retains some quaint old 15th cent. streets.

From Port-Ste-Marie to Riscle, 72 m. (116 km.), railway in 3¾ hrs. (35 fr. 65, 23 fr. 30, 14 fr. 65 c.); to *Nérac*, 12 m. (19 km.) in ½ hr. (5 fr. 85, 3 fr. 80,

2 fr. 40 c.); to *Condom*, 25 m. (40 km.) in 1¼ hr. (12 fr. 30, 8 fr. 5, 5 fr. 5 c.).—The railway crosses the Garonne and mounts the valley of the Baïse.—6½ m. *Vianne* is a 'bastide' of 1284. *Xaintrailles*, 3½ m. W., preserves the castle of Jean de Xaintrailles (c. 1400–61), a companion-at-arms of Joan of Arc and La Hire.—About 1 m. S. of (8 m.) *Lavardac* is the fortified mill of *Barbaste* (14th cent.).—12 m. (19 km.) **Nérac** (4159 inhab.; *Hôt. de France*, R. 7, D. 9, pens. 24 fr.; *du Commerce*) was an important stronghold of the princes of Béarn, where Marguerite, Queen of Navarre, held her court for many years, affording a refuge to Calvin, Beza, Marot, and other famous Protestants. It retains few old buildings beyond a 16th cent. wing of the princely *Château* and the 17th cent. *Chambre des Comptes*, now occupied by the *Musée*. The church of *St-Nicolas* was built in 1780. On the other side of the Baïse, however, stands the quaint old faubourg of *Petit-Nérac*, which preserves its 15th cent. aspect almost unimpaired; and to the S. along the river bank extends the lovely *Promenade de la Garenne*. Branch line to *Mont-de-Marsan*, see below; autobus to *Agen*, see below.

The people of (19¼ m.) *Moncrabeau* formerly vaunted themselves the most boastful of all the Gascons.—25 m. (40 km.) **Condom** (*Hôt. du Lion-d'Or; du Cheval-Blanc*), the chief centre (3848 inhab.) of the brandy trade of *Armagnac*, has a good *Cathedral*, built in 1506–21, and a 16th cent. *Cloister* inside the Hôtel de Ville. Outside the cathedral is a 13th cent. fortified house. *Larresingle*, 3½ m. W., is a village built within the ruins of an episcopal castle; and at *La Romieu*, 7½ m. E., is a 14th cent. church with a beautiful cloister.—39 m. *Montréal-du-Gers* has a church of 1300.—46 m. *Eauze* (Grand-Hôt. Maupeu), now with only 1575 inhab., was the ancient *Elusa*, capital of the Roman province of *Novempopulania*, or *Aquitania Tertia*, which extended from the Garonne to the Pyrenees. Railway to Auch, see p. 357.—Beyond the fine brick tower of (53½ m.) *Manciet* we cross three rivers and reach (58½ m.) *Nogaro*, with its curious 11th cent. church. Farther on we cross the Adour near the confluence of the Arros, and join the line from Tarbes to Morcenx at (72 m., 116 km.) *Riscle* (p. 342).

FROM NÉRAC TO MONT-DE-MARSAN, 58½ m. (94 km.), railway in 2¾ hrs. (28 fr. 90, 18 fr. 90, 11 fr. 90 c.).—*Nérac*, see above. We cross the Osse at its confluence with the Gélise and ascend the latter stream.—9½ m. *Mézin*, the birthplace of Pres. Fallières (1841), has a Romanesque and Gothic church.—At (15 m.) *Sos* we join the line from Tonneins (p. 353), and at (26 m.) *Gabarret* that from Langon and Bazas (p. 352). Gabarret has a fragment of a château of Henri IV and a church occupying a 12th cent. refectory.—30½ m. *Barbotan-les-Thermes* (Grand-Hôt. des Thermes et Henri IV, R. 8, D. 9, pens. 25 fr.) is a small spa with sulphur-water and mud-baths, surrounded by the best brandy-vineyards in Armagnac. The 11th cent. church has a good 16th cent. door.—33 m. *Cazaubon*. —39 m. *Labastide-d'Armagnac*.—48½ m. *Villeneuve-de-Marsan*.—58½ m. (94 km.) *Mont-de-Marsan*, see p. 342.

84½ m. (136 km.) **AGEN** (*Buffet*), the chief town (21,649 inhab.) of the department of *Lot-et-Garonne*, stands on the right bank of the Garonne at the foot of the steep Coteau de l'Ermitage, whose wooded slopes are dotted with villas. Agen is noted for its stuffed plums (pruneaux fourrés).

Hotels. JASMIN-TERMINUS (Pl. a; A 3), opposite the station, R. 7, L. or D. 9 fr.; CENTRAL-MODERNE (Pl. b; B 2), Rue Lafayette; GRAND-HÔTEL (Pl. c; A 3), Place du Quatorze-Juillet, R. 6, L. 9, D. 10, pens. 22 fr.

Restaurant. *Lasjunies* (with rooms), Boul. Carnot, L. or D. 7 fr.

Post Office (Pl. B 3), Boul. Carnot. —SYNDICAT D'INITIATIVE, 11 Rue Garonne, near the Musée.

Motor Omnibuses to *Nérac* (c. 19 m.) viâ Roquefort and viâ Montesquieu; etc.

History. The ancient *Aginnum*, capital of the Nitiobriges, was captured by the Frankish king Clovis in 509. In 1154, with the rest of Aquitaine, it passed to Henry II of England, but in 1196 his daughter Joan brought the Agenais as dowry to Raymond VI of Toulouse. From 1271 the district was ravaged by wars between the kings of France and the counts of Toulouse, but in 1439 the royal power prevailed. St. Faith (Ste-Foy) and St. Caprasius, both natives of

Agen, were martyred here in 303, under Diocletian; Julius Cæsar Scaliger (1484–1558), the enemy of Erasmus, having come from Italy in the train of Bp. Marcantonio della Rovere (1525), married and settled down at Agen, and here was born his son Joseph Justus Scaliger (1540–1609), greatest of 16th cent. scholars. Other famous natives are Etienne de Lacépède (1756–1825), the naturalist, and Jacques Boë, called Jasmin (1798–1864), a dialect poet and a precursor of the félibres (comp. p. 89). Bernard Palissy (c. 1510–90), the potter, was born in the diocese.

The plan of Agen is a network of narrow streets, traversed in various directions by broad new boulevards. The Boulevard Carnot leads from the station straight through the town. Passing (r.) the *Chapelle Ste-Foy*, a fragment, restored beyond recognition, of a 13th cent. church, we turn at once to the right to reach the **Cathedral** (Pl. A 2; *St-Caprais*), by far the best part of which is the apse, which, with the transepts, was built in the 12th century. The ineffective nave dates from the 15–16th cent. and has a good W. door. The capitals of the main piers of the crossing, and the corbel in the W. corner of the N. transept are noteworthy. In the Place Raspail, S. of the church, is a curious iron cross with the Instruments of the Passion.

The 12th cent. *Chapter House*, in the Collège St-Caprais, N. of the cathedral, has a Romanesque façade and contains early Christian sarcophagi. To the W., masked by modern buildings, rises the 14th cent. *Tour du Chapelet*, part of the old town wall.

The first turning on the left from the Rue des Augustins, which leads out of the Place Raspail, brings us to the *Cornières*, a street lined with unusually massive arcades. Crossing the Boul. de la République we follow the Rue Garonne (r.) to the *Theatre*, on the other side of which are the Musée and the 17th cent. *Hôtel de Ville*. The ***Musée** (Pl. B 2; free Sun. and Thurs. 1–4 or 5; other days 10–12, 2–4 or 5 on application) occupies a group of Renaissance mansions: the *Hôtel d'Estrades*, birthplace of the Maréchal d'Estrades (1607–86), the *Hôtel de Jean de Vaurs*, and the *Hôtel de Jean Verges*.

Ground Floor. Room 2. Gallo-Roman antiquities, including the Vénus de St-Hilaire and the *Vénus du Mas, two admirable copies of antique statues, the latter a fragment of Praxitelean type found at Le Mas-d'Agenais (p. 353).

First Floor. Room II. Local and other ceramics.—R. III, IV. Modern paintings, including, *Sabatté*, Confession, Pauper; *Sisley*, September morning.—R. V (off R. III). French faïence; 16th cent. portraits; *Oudry*, Wolf hunt, *Santerre*, Susanna and the elders.—R. VI. 73. *Kening* (?), Buffoon; 66. *Wateau de Lille*, Village fête.—R. VII. *Clodion*, Repentant Magdalen (terracotta); Louis-Seize and Empire furniture; and 18th cent. portraits of the ducal family of Aiguillon, in the style of Mignard and Nattier.—R. VIII contains seven fine *Paintings by *Goya*: on the right, 128. Portrait of himself, on the left, 140–145. Ascent of Montgolfier's balloon; Mass for the churching of women; Ferdinand VII on horseback; Goya and the Duchess of Alba; Strangled criminal; Bull-fighting scene. In this room are also: *Flemish School*, Crucifixion; 132. *Tiepolo* (?), Young man; *Salvator Rosa*, 131. Portrait of himself, 133. Old man's head; 153. *Teniers*, Temptation of St. Anthony; 7. *Landon*, Painting and Poetry; *Mino da Fiesole* (?), Marble relief of a girl.—R. XI. Drawings and engravings, including examples of *Greuze* (16) and *Tiepolo* (19).

In the Rue Montesquieu, behind the Hôtel de Ville, is *Notre-Dame-du-Bourg* (Pl. B 2), with a bell-gable of brick (13th cent.) in the Tolosan style. *Notre-Dame-des-Jacobins*

(Pl. B 1), in the Rue Cœur-de-Lion, a continuation of the Rue Garonne, is a good example of 12th cent. Dominican construction, with contemporary wall-paintings (restored).

The Boulevard de la République ends at the Place Jasmin (Pl. B 1), with a statue of the poet. To the left is the Promenade du Gravier, overlooking the Garonne. We turn to the right along the Cours de Belgique and again to the right by the Cours Scaliger, in which is the modern church of *St-Hilaire* (Pl. A 1); the ruins of the old church (12th cent. apse with a 16th cent. tower) may be seen at the back, in the Ruelle Scaliger. The Cours de Belgique ends at the Canal Latéral which here crosses the Garonne on a remarkable aqueduct of 23 arches.

The *Coteau de l'Ermitage* (530 ft.), 20 min. N. of the town, on which was the oppidum of the Gallic Nitiobriges, commands a good view of the Garonne valley and the Pyrenees. In a valley on its N. side (2 m.) is the house where the elder Scaliger died and where his famous son was born.—The 11–12th cent. church of *Moirax*, 5 m. S. of Agen, contains 17th cent. woodwork in its choir with curious carvings.

From Agen to *Périgueux* and *Limoges*, see Rte. 43A.

From Agen to Auch, 43½ m. (70 km.), railway in 2 hrs. (21 fr. 55, 14 fr. 5, 8 fr. 85 c.). At (3½ m.) *Bon-Encontre* we quit the Toulouse line and cross the Garonne on a viaduct of 17 arches.—7 m. *Layrac* has a 12th cent. church with a beautiful *Choir. We ascend the valley of the Gers.—12 m. *Astaffort*.—22½ m. (36 km.) **Lectoure** (2198 inhab.; *Hôt. de France; du Commerce*), a bishop's see until 1790, and the capital of the county of *Armagnac* from 1325. The hospital incorporates some remains of the castle of the counts of Armagnac, and there are two interesting churches: *St-Esprit*, of the 15–16th cent., and *St-Gervais-St-Protais*, the former cathedral, built in the 15–17th cent., with a fine *Belfry of 1488. The adjoining *Evêché* (16th and 18th cent.) is occupied by the town hall, the sub-prefecture, the post office, and the museum. In the Rue Montebello is the house in which was born Marshal Lannes (1769–1809), originally a dyer's apprentice, whom Napoleon claimed to have found a pigmy and to have made a giant.—The railway crosses the Gers to reach (28½ m.) *Fleurance*, a regular bastide with a 14th cent. church containing some 16th cent. stained-glass.

43½ m. (70 km.) **AUCH** (*Buffet*), the chief town (10,474 inhab.) of the department of the *Gers*, and the ancient capital of *Gascony*, stands on a hillside above the left bank of the river. It has been the seat of an archbishop since the destruction of Eauze by the Saracens in the 8th century, and is noted for its Armagnac brandy and for sparkling wines.

Hotels. De France (Pl. a; A 2), Place de l'Hôtel-de-Ville, R. 9, D. 10, pens. 26 fr.; Central (Pl. b; B 3), Place Villaret-Joyeuse, R. 5, D. 8, pens. 20 fr.

Post Office (Pl. A 2), Rue Gambetta.—Syndicat d'Initiative, 12 Place de l'Hôtel-de-Ville.

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The ***Cathedral** (Pl. A 2; *Ste-Marie*), whose apse stands out conspicuously above the valley of the Gers, is an impressive late-Gothic church (1489–1662) with a classical 17th cent. façade. It is especially noteworthy for its 16th cent. woodwork and glass. The 113 oaken *Stalls (1520–29) are masterpieces of the early Renaissance. On the back of each stall is a high-relief of some scriptural or allegorical personage, and the pilasters between the seats bear statuettes, the whole being surmounted by an elaborately carved canopy. The stained-glass *Windows of the choir, by Arnaud de Moles (1513), are adorned with colossal figures of prophets, apostles, and sibyls in an architectural framework. The chapels which surround the cathedral contain sumptuous 17–18th cent. altarpieces; on the S. side are the tomb of D'Etigny (see below) and a curious Nativity in gilt wood; and in the chapel on the right of the apse is a 16th cent. marble *Entombment. The crypt contains a 6th cent. sarcophagus.

The Place de la République extends from the cathedral to the *Hôtel de Ville* (Pl. A 2), on the right of which a flight of steps, crowned by a statue of Mégret d'Etigny (1720–67), intendant of Guyenne and a benefactor of Auch, mounts to the shady Cours d'Etigny. The chapel of the former Séminaire, on the left, now houses the *Musée* (Pl. A 2), which contains a painting attributed to Velasquez and two portraits by Mignard.

The *Préfecture* (Pl. B 2), behind the cathedral, occupies the 18th cent. Archevêché; from the adjoining Place Salinis a monumental staircase descends to the Gers. In the Rue de Lorraine, farther downstream, is a statue of Adm. Villaret-Joyeuse (1750–1812), a native of Auch, defeated by Adm. Lord Howe at the battle of Ushant in 1794 ('the glorious First of June').

From Auch to Eauze, 36 m. (58 km.), railway in 1¾–4 hrs.—On the right at (7½ m.) *St-Lary* is a well-preserved Roman pillar.—14 m. *Castéra-Verduzan* (Hôt. des Thermes) is a small spa.—28½ m. *Vic-Fézensac* has a fortified church built in 1090 and restored in 1616.—36 m. *Eauze*, see p. 354.

From Auch to *Tarbes*, see p. 391; to *Toulouse*, see p. 366.

Beyond Agen the Toulouse line skirts the Garonne canal and farther on crosses it.—100½ m. *Valence-d'Agen* (Hôt. de France et St-Jean) was founded in 1285 by the Captal de Buch (p. 332). A branch line runs N. to (27 m.) *Montaigu-de-Quercy*.—110½ m. (178 km.) **Moissac** (*Hôt. du Luxembourg*, R. 10, D. 9, pens. 28 fr.; *de Bordeaux*) is a sleepy old town (4048 inhab.), famous for its Romanesque cloister and church-door. From the station we follow the Avenue Pierre Chabrier (l.) to the Hôt. du Luxembourg, where we turn to the right. The Rue Ste-Catherine, on the left, opposite the pretty 17th cent. church of *Ste-Catherine*, leads to the Place des Récollets, in the centre of which are the market and theatre, surrounded by a brick arcade. A short distance to the left stands the church of **St-Pierre**, or *Eglise du Moustier*, a

clumsy 15th cent. brick building amid the remains of an 11–12th cent. abbey church. The curious *Porch* (1140), on the first floor of which is the chapter house, covers the famous 12th cent. *Portal, removed from the W. front in the 13th century. On the side walls are depicted, with extraordinary vividness, the Annunciation and Visitation (r.) and the Seven Deadly Sins (l.). The fantastic lions on the central pier are Byzantine in inspiration, but the rosettes of the lintel are of classical purity. Christ enthroned occupies the centre of the tympanum, and on either side are angels, elongated out of all proportion, and the elders of the Apocalypse.

Interior. On the right of the entrance, Flight into Egypt, a 16th cent. wooden group; in a chapel on the same side, the Virgin with SS. John and Mary Magdalen (15th cent.). On the other side, Entombment (16th cent.). The choir-screen and altar-piece are of good Renaissance workmanship.

The *Cloisters, entered through a garden on the left of the church (apply to the concierge), rank with those of Arles and Elne as the finest of their kind in France. The period of their erection is uncertain; an inscription which assigns their foundation to the year 1100 seems not to be genuine, and they were probably built after 1140. The columns which support the 76 arches are alternately double and single, and at each corner and in the middle of each side are square piers with reliefs of apostles and of Bp. Durand of Toulouse, who consecrated the church in 1053. The capitals, strongly Byzantine in character, illustrate scriptural scenes and bear explanatory inscriptions in Latin.

About 10 min. beyond the station is the 10th cent. church of *St-Martin*, almost entirely built in courses of small stones ('petit appareil').

116 m. (187 km.) **Castelsarrasin** (*Hôt. Moderne*), with 2914 inhab., has a brick church (St-Sauveur) typical of the 13th cent. style of Toulouse. The brick tower of the ruined Carmelite church dates from the 12th century. Branch lines run hence to (15½ m.) *Lavit-de-Lomagne*, and to (16 m.) *Beaumont-de-Lomagne*, a characteristic bastide with a 14th cent. church.—We leave the Garonne valley and approach the Tarn.—128 m. (206 km.) **Montauban**, and thence to (159½ m., 257 km.) **Toulouse** (Gare Matabiau), see p. 290.

46. TOULOUSE AND ITS ENVIRONS

TOULOUSE, the ancient capital of *Languedoc*, now the chief town (156,605 inhab.) of the department of the *Haute-Garonne*, the seat of an archbishop and of a university, is a beautiful old city, built almost entirely of red brick. With its numerous churches, one of which is the finest Romanesque building in the south of France, its unequalled series of

Renaissance mansions, and its admirable public collections, it is surpassed in interest among the great cities of France by Paris and Rouen alone. It stands on a wide curve of the Garonne, where the river leaves the Pyrenean foothills and turns N.W. towards the ocean.

Railway Stations. *Gare Matabiau* (beyond Pl. D 2), with hotel, buffet, baths, etc., for all main line services on the Paris–Orléans and Midi railways. *St-Cyprien*, in the Faubourg St-Cyprien (beyond Pl. A 3), for slow trains to Auch. *Roguet*, likewise in the Faubourg St-Cyprien, for trains to Sabarat, Cadours, Lévignac, and Boulogne-sur-Gesse. *Pont-Matabiau*, N. of the Gare Matabiau, for Villemur. *St-Sauveur*, S.E. of the Grand-Rond (Pl. C 5), for Revel.

Hotels. *Grand-Hôtel et Tivollier (Pl. b; C 4), 31 Rue de Metz, 200 R., R. 12, B. 3½, L. or D. 12, pens. 37 fr.; *De la Compagnie du Midi, at the Gare Matabiau, 100 R., R. 15, B. 4, L. 15, D. 16 fr.; de l'Europe et du Midi (Pl. d; D 3), 6 Place Wilson, R. 10, L. or D. 10, pens. 30 fr.; Capoul (Pl. e; D 3), 13 Place Wilson, 150 R., R. 8, L. or D. 10, pens. 24 fr.; de Paris (Pl. f; C 3), 66 Rue Gambetta, near the Capitole, R. 8, L. or D. 10, pens. 26 fr.; Baichère (Pl. h; C 4), 7 Rue des Arts, R. 8, D. 7, pens. 25 fr.; du Bon-Pasteur (Pl. l; B, C 2), 85 Rue Pargaminières, D. 7½, pens. 20 fr., frequented by the clergy; des Ambassadeurs, Rue Labbéda (Pl. D 3); Terminus-Galilée, R. 5, D. 10 fr., at the Gare Matabiau; du Capitole, 3 Rue Rémusat (Pl. C 2), R. 5, D. 5½ fr.

Hôtels Meublés. *Régina*, Rue Bayard, opposite the Gare Matabiau, R. 14 fr.; *du Grand-Balcon* (Pl. n; C 2), 8 Rue Romiguières, R. 7 fr.; *des Arcades* (Pl. k; C 3), Place du Capitole; *des Bains*, Rue Labbéda, R. 8 fr.; *de l'Opéra* (Pl. m; C 3), Place du Capitole; *de la Poste* (Pl. g; C 3), 36 Rue d'Alsace-Lorraine.

Restaurants at the hotels. Also, *Café de la Paix*, Place du Capitole, D. 12 fr.; *Albrighi*, Boul. de Strasbourg, *de la Comédie*, *Lafayette*, Place Wilson, D. 10 fr.; *des Gourmets*, 11 Rue Bayard; *Biscoubi*, 2 Rue du Taur, *Doré*, 16 Place Wilson, D. 7 fr.—Cafés in the Place Wilson, the Allées Jean-Jaurès, and the Boul. de Strasbourg.—Tea Rooms. *Soleil d'Or*, *Heinz-Tester*, 15 and 11 Rue Lafayette.

Post Office (Pl. C 3), 4 Rue de la Poste.—Syndicat d'Initiative in the Capitole (Rue Lafayette).—British Vice-Consulate, 2 Rue de la Poste.

Conveyances. Taxicabs, 1½ fr. on hiring, 1½ fr. per km., 5 fr. per hr.—Horse Cabs. Per ½ hr. 3 fr., at night 5 fr., each addit. ½ hr., 1 fr.; outside the octroi limits, per hr. 8 fr., at night, 11 fr.

Tramways, 25 c. per section. From the *Gare Matabiau:* No. 20. To the *Capitole;* 2. Viâ the Rue d'Alsace-Lorraine to the *Gare St-Agne;* 4, 6. Viâ the Rues d'Alsace-Lorraine and de Metz to the *Gare St-Cyprien* or *Cartoucherie*.—From the *Capitole:* 16, 18. Viâ the Allées Jean-Jaurès and the Ecole Vétérinaire to *Guilhemery* or the *Cemetery;* 22. Viâ the Rues d'Alsace-Lorraine and de Metz to *Côte-Pavée;* 24. Viâ the Rues d'Alsace-Lorraine and Ozenne to *Le Busca*.—26. From the *Place Esquirol* viâ the Place St-Michel to *Empalo*.—1. From the *Pont-St-Michel* round the boulevards to the *Ponts-Jumeaux*.—Suburban Services from the Capitole to *Le Pont-de-l'Hers*, *Montaudran*, *Lafourguette*, etc.; from the Place Esquirol to *Lardenne*, *St-Simon*, etc.

Amusements. *Théâtre du Capitole* (Pl. C 3), in the right wing of the Capitole, rebuilt after a fire in 1917; *Théâtre des Variétés* (Pl. D 3), Allée Jean-Jaurès; *Théâtre des Nouveautés* (Pl. D 3), Boul. Lazare-Carnot.—Race Meetings in May at *La Cépière* (1½ m. S.W.; tramway No. 46 from the Place Esquirol).—Rugby Football at the *Stade Toulousain* (tramway No. 1 to Les Ponts-Jumeaux).

Specialties. Toulouse is famous for its pâtés truffés, sold by *Tivollier*, 31 Rue d'Alsace-Lorraine, *Haglon*, 31 Rue Lafayette, and at the principal hotels; and for violets, on sale at the Gare Matabiau and at *Elie Benoît*, 53 Rue Raymond IV (Pl. D 2).

History. The ancient *Tolosa*, though a stronghold of the Volcæ Tectosages, does not seem to have been of much importance among the Gauls. Much of its fame was derived from a sacred pool into which coins and other offerings were thrown by pilgrims. The consul Cæpio, however, in 106 B.C., drained the pool

and appropriated the money, and his subsequent defeat by the Gallic tribes was attributed to this sacrilege. Toulouse was evangelised by St. Saturninus, or Sernin, who suffered martyrdom in 257 by being tied to the tail of a wild bull. From 419 to 507 Toulouse was the capital of the Visigoths, and in 628 Dagobert created a kingdom in Southern Aquitaine for his brother Charibert, who established his court at Toulouse. In 778 Chorson founded an independent countship, and was succeeded in 790 by William 'Short-Nose' of Orange, the hero of the southern 'chansons de geste.' The power of the counts reached its greatest extent under Raymond IV (1093–1105), who held sway over S. France from Languedoc to the frontier of Savoy. Raymond V (1148–94), the patron of the troubadours, did homage to Henry II of England, and under Raymond VI (1194–1222) the duchy suffered the horrors of the Albigensian crusade, though the city was vainly besieged by De Montfort in 1211. Raymond's granddaughter Joan married Alphonse de Poitiers, brother of Louis IX, and on her death in 1271 the county became the royal province of Languedoc. The Parliament of Toulouse was founded in 1302 and the bishop appointed archbishop in 1317. The Parliament was notorious for its severity towards heretics; in 1619 the philosopher Vanini was burnt to death for pantheism, and in 1762, Jean Calas, a Protestant, accused of having murdered his son to prevent his conversion to Catholicism, was broken on the wheel. His subsequent rehabilitation was due to the persistence of Voltaire's pleading. On April 10th, 1814, six days after the abdication of Napoleon, Wellington and Soult fought their last battle on the heights N.W. of Toulouse. Soult was forced to abandon the town along with many prisoners, though not before inflicting heavy losses on the British.

Among famous Toulousains are Nicolas Bachelier (c. 1487–1557), the sculptor, a pupil of Michael Angelo, Jacques Cujas (1528–90), professor of jurisprudence at the university, François de Troy (1645–1730), the painter, the Comte de Villèle (1773–1834), an ultra-royalist statesman, and Jean Falguière (1831–1900), the sculptor.—In 1764 Adam Smith, then bear-leading the young Duke of Buccleuch, began to write a book at Toulouse "in order to pass away the time." The book was the 'Wealth of Nations.'

The station is connected by the broad Allée Jean-Jaurès with the Square Wilson, or Place Lafayette (Pl. D 3), whence the Rue Lafayette leads direct to the Place du Capitole (Pl. C 3), the social and municipal centre of Toulouse. On its W. side stands the **Capitole,** the town hall of Toulouse, named from the chapter of magistrates (capitouls or capitularii) who have governed the city since the middle ages.

The front overlooking the Place is a dignified Ionic composition in pink brick and white stone (1750–53). The rear façade is modern (1882–86), but outside it, in the Capitole gardens, stands the *Tour des Archives* (1525–29), the sole remnant of the mediæval building. From the interior courtyard (early 16th cent.) we may ascend to the *Salle des Illustres* (1 fr.; free on Sun. and Thurs. afternoons), an imposing hall decorated by local artists with paintings illustrative of local history and busts of eminent men connected with Toulouse.

The Rue du Taur leads N. from the Place du Capitole, passing (r.) the 14th cent. church of *Notre-Dame-du-Taur* (Pl. C 2), named after the wild bull of the martyrdom of St. Saturninus (see above). The bell-gable, with its six angular arches, is a common feature in the local architecture. Passing (r.) the 13th cent. *Tour Morand* and (l.; No. 69) the gate of the *Collège d'Esquile*, by Nicolas Bachelier (1557), we reach the church of ***St-Sernin** (Pl. C 2), the largest and most perfect Romanesque building in France. From behind the choir we may enjoy a wonderful view of the church; the semicircle of apsidal chapels leads the eye up to the crossing of the choir and transepts where stands the beautiful eight-sided **Tower*, 213 ft. high, crowned with its short spire. The

three lower tiers of arches, with round heads, date from the early 13th cent.; the two upper rows, with angular heads, from after 1250. The twin doors of the S. transept (*Portes des Comtes* or *des Filhols*) have capitals showing the Deadly Sins and the Triumph of Virtue; in an adjoining niche are four sarcophagi which contained the remains of members of the counts' family. We enter by the *Porte Miégeville* (1155–60), in the S. side of the nave, which is preceded by a Renaissance gateway of 1525.

The basilica of St-Sernin was begun between 1075 and 1080, and the choir consecrated in 1096 by Urban II. The building of the nave and transepts went on into the 13th cent., when it was decided to lengthen the nave to the W., but the façade, with its two stumps of towers and graceful little arcade, was never completed. The raising of the central tower necessitated the strengthening of the four piers at the crossing. Except for restorations, and the enlargement of the crypt, the church has remained practically unaltered since 1271. It is 377 ft. long and 210 ft. across the transepts; the nave is 106 ft. wide and 69 ft. high. The church of St. James of Compostella, in Spain, begun in 1075, is an almost exact reproduction of St-Sernin.

The double-aisled **Interior**, though exceptionally spacious for an 11th cent. church, is dark. The room at the base of the S.W. tower contains 12th cent. paintings of the life of St. Catherine of Alexandria. In the N. AISLE is a large stone table (6th cent., decorated in the 12th), on which St. Saturninus is said to have celebrated Mass. The N. TRANSEPT contains a 12th cent. Crucifixion, and in the S. TRANSEPT, facing the Porte des Comtes, two feet protruding from a pillar serve the purpose of a statue of St. Christopher. The CHOIR contains good Renaissance stalls (1670), and, behind the altar, the tomb of St. Saturninus (1737), resting on bronze bulls. In the AMBULATORY, on the wall supporting the choir, beyond the N. door of the crypt (1520), is a remarkable *Relief of the beardless Christ surrounded by the symbols of the Evangelists and attended by angels and prophets, an early 12th cent. work in the Byzantine style. Here is also a Holy Family, attributed to *Correggio*. Hanging from the vault farther on is a votive model (1528) of the church and of the tower of the Capitole.

The CRYPT (apply to the sacristan) is overcrowded with reliquaries and other treasures; its present appearance dates mainly from the 14-17th centuries.

To the N.W. of St-Sernin is the 18th cent. *Hôtel du Barry*. To the S.W. stands the **Musée St-Raymond** (Pl. D 2; adm. 1 fr., 9–4 or 5; free Sun. and Thurs. afternoon; closed Sun., Mon., and Thurs. morning), a good miscellaneous collection of archæological and ethnographical exhibits.

The museum occupies the building (1510) of the old Collège St-Raymond, founded in the late 11th cent. by Raymond Gayrard, one of the builders of St. Sernin.—**Ground Floor.** On the left is a room for loan collections. On the right: ROOM I. Ethnographic collection relating to the history of Toulouse, including a 14th cent. Christ from the cathedral.—R. II. Central African collection, made by General (then Lieut.) Gallieni in 1880; Japanese and Chinese costumes; etc.

Staircase. Sedan-chair, once the property of Louis XIV; 15th cent. iron door from the Capitole; municipal banners of the baronies in the county of Toulouse.

—**First Floor.** On the left, SALLE GALLO-ROMAINE. Fragments of a bronze chariot from Fa (Aude), including a wild beast attacking a horseman; Gaulish collars and bracelets of gold; porphyry bust of Vitellius; model of a cameo which belonged to St-Sernin and is now in Vienna.—SALLE EGYPTIENNE ET GRECQUE. Greek and Egyptian vases; Decretal of Berenice, on Parian marble, set up by the Jews of Berenice (Cyrenaica), promising a monument to a governor who had favoured them.—SALLE MOYEN-AGE ET RENAISSANCE (on the right of the staircase). Good Limoges enamels; ivories, including a 12th cent. 'olifant' or horn; Merovingian and Visigothic jewellery; 14th cent. altarpiece of coloured alabaster from Rabastens (p. 296); mural painting (1454) from La Dalbade (p. 366); painting of the Virgin, with St. John, Louis XI as dauphin, and the prime minister of the Toulouse parliament, executed in 1444 for the chapel of the parliament; *Miniatures (1535) from the antiphonal of Mirepoix.

Taking the Rue du Peyrou, behind the Musée, we turn to the left along the Rue des Lois, opposite the *Facultés des Lettres et de Droit* of the University. The Rue du Collège de Foix (r.) passes between the *Collège de Foix* (late 15th cent.) and the 14th cent. *Tower of the ruined *Eglise des Cordeliers*, partially concealed by the new buildings of the Banque de France. We turn to the left to reach the Rue Romiguières and the Capitole.

The Rue Gambetta (Pl. C, B 3) leads from the Capitole towards the Garonne. On the right, at the corner of the Rue Lakanal, is the ***Hôtel Bernuy,** built in 1504–33 by Jean de Bernuy, a merchant of Toledo, who made his fortune at Toulouse and was elected capitoul. It now serves as the entrance to the *Lycée*. The outer façade and the second court date from 1504; the interior of the first court is a fine Renaissance work of the time of Francis I (1533). The Rue Lakanal leads hence past the *Library* (adm. 9–11 and 1–5; closed always on Sun. and on Mon. morning; in Aug. and Sept. closed every morning), an exceptionally valuable collection of 110,000 volumes. The road on the left beyond the library leads into the *Petit-Lycée* (Pl. B 2), which occupies the buildings of a Dominican Convent. The church, or ***Eglise des Jacobins** (shown by the concierge; closed 11–11.30 and 12.30–1.30), was built in 1230–92, and the graceful tower completed in 1294. It is remarkable for its single row of columns (72 ft. high), the loftiest in France after those of St-Nicolas-du-Port in Lorraine. The beautiful fan of the vault at the E. end should likewise be noticed. The curious domed chapel behind the apse is a 17th cent. addition. The remains of the *Cloister* (1307–10), the *Chapter House*, and the *Chapelle St-Antonin* (1340, with contemporary paintings) may likewise be visited.

The Rue Gambetta is prolonged by the Rue Peyrolières, at No. 29 in which is a passage leading to the church of *La Daurade* (Pl. B 3), built in 1773–90 on the site of a Gallo-Roman church, from whose golden mosaics the name (dorata) is derived. The Rue de l'Echarpe, on the left, ends in the Rue de Metz at the ***Hôtel d'Assézat** (Pl. B 3), or *de Clémence-Isaure*, one of the finest of the mansions of Toulouse, built in

1555 from the plans of Bachelier. The upper story was added in the 17th century.

The hôtel was bequeathed in 1896 to the learned societies of Toulouse, most famous of which is the *Académie des Jeux Floraux*, founded in 1323, as the 'Collège du Gai Savoir,' for the purpose of encouraging literary talent. Each year, on May 3rd, the academy makes a pilgrimage to La Daurade and afterwards distributes flowers of gold and silver as prizes for the best original compositions in prose and verse. It has been established that Clémence Isaure, the supposed benefactress of the society, is a purely legendary figure.

The quarter between the Rue de Metz and the Capitole abounds in old red-brick houses among which the following may be mentioned: in the Rue de la Bourse, No. 20, the *Hôtel de Pierre del Fau*, with a courtyard of 1495; in the Rue des Changes, Nos. *16 (*Hôtel du Trésorier-Général*), 17, 19, and 27; in the Rue Malcousinat, No. 11, the *Hôtel Boysson* (1458); in the Rue St-Rome, Nos. 3, the *Hôtel de Pierre Comère*, and 39, the *Hôtel d'Augier-Ferrier*.

At the busy corner of the Rue de Metz and the Rue d'Alsace-Lorraine stands the ***Museum of Painting and Sculpture** (Pl. C 4), occupying the church and conventual buildings of an Augustinian priory and a modern building designed by Viollet-le-Duc. Adm. 1 fr. (9–4 or 5); free on Sun. and Thurs. afternoon; closed on Sun., Mon., and Thurs. morning. The museum was founded in 1795 and has been gradually increased throughout the last century.

On the right of the entrance is the GALLERY OF ANTIQUE SCULPTURE, containing Roman works of art from Martres-Tolosane (p. 392) and other Roman sites in Lower Languedoc. The most interesting exhibits, along the left wall, include 40 Imperial busts (1st–3rd cent.), and seven high reliefs, in a curious local style, depicting the *Labours of Hercules.

Returning to the vestibule we descend to the *GREAT CLOISTER, an attractive composition of the 15th cent., with coupled columns. Walking round it to the right, we notice 17 fine statues from the Chapelle des Rieux in the Eglise des Cordeliers (p. 362), marking the transition from Gothic to classical inspiration, and six terracotta *Figures (15–16th cent.) removed from the ambulatory of St-Sernin in 1902. From the cloister we obtain the best view of the brick belfry, partly destroyed in 1550. In the large *GOTHIC ROOM, on the E. side, lighted by two fine Flamboyant windows of remarkably early date (1377), is a fine collection of Romanesque capitals from the cloisters of La Daurade, St-Sernin, and St-Etienne, along with a number of funerary effigies.—From the end of the W. gallery a flight of steps (note the interesting epitaph of Nymphius on the right) mounts to the LITTLE CLOISTER (1626), a typical construction of the Toulouse Renaissance, sheltering some not very remarkable Renaissance sculpture.

From the E. side of the little cloister a staircase ascends to the CHURCH, rebuilt in 1460–1504, now divested of practically all mediæval character. It is devoted principally to the collection of paintings by local artists.—R. to l.: *Gros*, Hercules and Diomed; *Guy*, Prayer; *Pélegri*, Old gateway at Cordes;

Destrem, Gust of wind; *Dom. Baron*, Ladies in the country; *Valenciennes*, Landscape; *Subleyras*, St. Joseph holding the infant Jesus; *Tournier*, Descent from the Cross; *Roques*, *The artist's mother; *J.-P. Laurens*, St. John Chrysostom rebuking the Empress Eudoxia, Angel stirring the water of the Pool of Bethesda; *A. Laurens*, Autumn; *Tournier*, Entombment, regarded as the painter's masterpiece; *Benj. Constant* (above), Mahomet II entering Constantinople; *Debat-Ponsan*, Christ on the Mount, an allegory; *Didier-Pouget*, Heather; *Chalette*, *The eight Capitouls praying to Christ (16th cent.); *Ant. Rivals*, Urban II consecrating St-Sernin, Man with the pestle (for an apothecary's sign); *Henri Martin*, Fête de la Fédération; *Yarz*, Banks of the Touch.

We ascend to the Upper Gallery of the little cloister; on the steps (l.), *Sketch by *Icart*. Gallery (r. to l.): *Ziem*, Venetian scene; *Toulouse-Lautrec* (opposite), *Ladies at their toilette and other sketches; *Houbron*, Montmartre; *Berthe Morizot*, Young girl; *Gilbert*, Art critic; *French 18th cent. school*, Marquise de Boulainvilliers; *Delacroix-Garnier*, A game of cards; *J.-P. Laurens*, The artist's parents; *Falguière*, Nymphs quarrelling over a dead doe; numerous small Flemish paintings.—We descend to the great cloister and mount the staircase in the opposite corner.

At the foot of the staircase: *Rude*, Connétable de Luynes, bronze bust; on the stair, *Pradier*, Chloris (marble; 1849); sketches by *Renouard*, *Elie Delaunay*, and *Puvis de Chavannes*. —Grande Galerie de Peinture (r. to l.): *Besson*, Childhood of Grétry; *Gérôme*, Anacreon with Bacchus and Cupid; *Gérard*, Louis XVIII; *Eug. Delacroix*, Muley Abd-er-Rahman, Sultan of Morocco (1845); *Gros*, *Portrait of the artist at the age of 20, when still studying with David; *Diaz*, Nymphs and cupids; *Corot*, Morning star; *Gros*, The artist's wife; *Luminais*, The watering place; *Rubens*, *Christ between the thieves (the figure of Christ alone is completed); *Gerard Seghers*, Adoration of the Magi; *J. Sibrechts*, Pastoral; *Erasmus Quellyn*, Martyrdom of St. Laurence, St. Catherine; *Van Dyck*, Christ and angels; *Pieter Verelst*, Old man; *Van Dyck*, Miracle of St. Anthony at Toulouse: an Albigensian is converted at the sight of an ass which knelt before the Host, neglecting its feed; *Fr. Boucher*, Pastoral scene, Nymphs at the bath surprised by shepherds; *J.-F. de Lacroix*, Descartes(?); *Van der Meulen*, Louis XIV at the siege of Cambrai; *Guardi*, Marriage of Venice to the Adriatic; *Rigaud*, Regent Philippe d'Orléans, Racine; *Oudry*, End of the stag-hunt; *Largillière*, Portrait of the artist; *Vigée-Lebrun*, Baronne de Crussol; *French 17th cent. school*, Cinq-Mars (p. 218); *Murillo*, *San Diego in ecstasy; numerous fragments of 15–16th cent. triptychs; *Perugino*, *St. John the Evangelist and St.

Augustine, left wing of a triptych of which the centre is at Caen and the right wing at Lyons; *Fiorenzo di Lorenzo*, Madonna and cherubim; *German 16th cent. school*, Life of St. John the Baptist (triptych); *Philippe de Champaigne*, Louis XIII conferring the Order of the Holy Ghost (1663); *Unknown* (15–16th cent.), Crucifixion, in relief; *Guercino*, Martyrdom of SS. Giovanni and Paolo at Rome, a good example of this painter's work; *Caravaggio*, Martyrdom of St. Andrew; *Procaccini*, *Marriage of St. Catherine; *Courbet*, Landscape; *Eug. Isabey*, Boulogne harbour.

In the room at the farther end: *Barocci*, Holy Family, on copper; *Ménard*, Seascapes; *Marius Michel*, Church of Brou; *Truchet*, The valse.—In the centre of the great hall are some graceful sculptures by *Falguière*. A door communicates directly with the Antique Sculpture Gallery (p. 363).

In the Rue Duranti, N. of the museum, is the curious church of *St-Jérôme* (Pl. C 3), whose foundation stone was laid by Louis XIII in 1622.

On leaving the museum we follow the Rue d'Alsace-Lorraine to the left (S.) across the Rue de Metz and reach the Place de Rouaix. Here we turn to the left along the Rue Croix-Baragnon, which contains some interesting houses (No. 15, of the 13–14th cent., is the oldest in Toulouse; No. 19 is the Gothic *Hôtel Bonnefoy*). No. 23 in its continuation, the Rue St-Etienne, is the 18th cent. *Hôtel de Puivert*. The street ends in front of the **Cathedral** (Pl. C 4; *St-Etienne*), remarkable for its extraordinary plan.

The nave, begun late in the 10th cent., was altered in 1200-11 when the piers were removed and a vault, of unusual breadth for the period, flung across from wall to wall. The rose window in the W. front was pierced in 1230. In 1272 Bp. Bertrand de l'Ile planned a completely new church on a different axis and began his choir on a very ambitious plan. His successors, stripped of their wealth in the 14th cent., abandoned in the 15th cent. all hope of completing his church. The triforium was added to the choir, and the fine W. door of the nave built in 1445. Under Louis XII the oblong tower was built and a connection made between the nave and choir, and in 1609, after a fire, the choir vault was rebuilt. Work is now in progress on a new N. aisle in prolongation of the choir.

The **Interior** is notable mainly for its beautiful *Tapestries, four of which (life of St. Stephen) date from 1533. The choir, probably by the same architect as that of Narbonne, shows the propensity of 13th cent. builders in the Midi towards the Flamboyant style. The stained-glass windows of the apse are by Jean and Arnaud de Moles (1611–12), possibly of the family of the glass-painter of Auch (p. 357); those in the 4th and 8th chapels from the S. date from the 15th century. At the S. entrance to the sanctuary are *Statues of Antoine de l'Estang (d. 1617) and the Madonna, by *Arthur Legoust* (1625); the corresponding figures (1760) on the N. side represent Pierre de la Porte (d. 1523) and St. Augustine.

The quarter S. of the cathedral, traversed by the Allée St-Michel and the Grande-Allée, which join at the Grand-Rond (Pl. C 5), contains the *Jardin Royal*, the *Jardin des Plantes*, and the Natural Science schools of the University. Between the Faculté de Médecine and the Faculté des Sciences is the entrance to

the *Muséum* (Sun. and Thurs., 1–4 or 5), notable for its collection of prehistoric art from the caverns of the Ariège. Beyond the Ecole de Pharmacie is the little 17–18th cent. church of *St-Exupère* (Pl. B 5), near which Simon de Montfort was slain in 1211 during his unsuccessful siege of Toulouse (comp. p. 360). The Rue Ozenne (see below; tramway No. 24) leads back to the centre of the town.

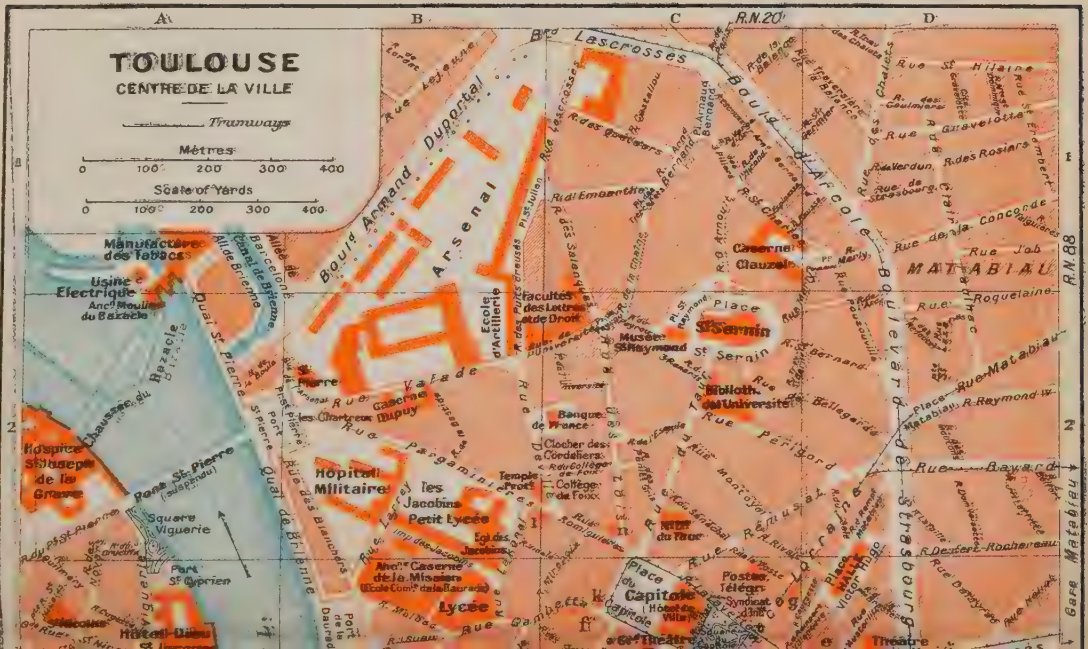
From the cathedral we follow the Rue Fermat and its continuations through an old quarter to the Rue Ozenne, a broad new street which passes several old houses (No. 9, the *Hôtel de Roquettes*, No. 8 the *Hôtel de Guillermy*, both of the 16th cent.) and ends (r.) at the Place des Carmes (Pl. B 4). On the left stands the *Hôtel du Vieux-Raisin* (1573), with a charming courtyard. The Rue Pharaon, on the left across the square (old houses at Nos. 21 and 47), leads to the *Palais de Justice* (Pl. B 5), which occupies the site of the *Château Narbonnais*, the palace of the kings of Aquitaine and the counts of Toulouse, and the seat of the Parliament until 1790. The oldest part of the present building dates from Louis XIII. We now take the Rue de la Fonderie and Rue de la Dalbade (Pl. B 4), a street rich in ancient mansions. No. 22 is the **Hôtel Felzins* or *Molinier*, with two courtyards of 1550–56. No. 25, with an over-elaborate façade of 1611–15, is the *Maison de Pierre*, one of the few examples of stone building in old Toulouse. The courtyard by Bachelier dates from 1537–50. Nos. 29, 31, and 32 are likewise interesting. Farther on is the church of *La Dalbade* (Pl. B 4), a Gothic church (1503–42) whose walls were originally whitewashed (dealbata). It is remarkable for its brick tower, restored in 1881, and for its Renaissance portal (1537), by Mérigon Tailhan, above which is a terracotta Coronation of the Virgin, after Fra Angelico (1874). The wide-spreading vault and two 15th cent. Crucifixions, in the first two chapels on the left, are noteworthy.

In the Faubourg St-Cyprien, beyond the Garonne, the church of *St-Nicolas* (Pl. A 3) preserves some 15th cent. details.

The Environs of Toulouse are unattractive, and very hot and dusty in summer. The *Plateau de la Colonne*, above the Gare Matabiau, named from the obelisk commemorating the battle of Toulouse, commands a good view.—The church of *Blagnac* (4½ m. N.W.; tramway No. 66 from the Place Esquirol) dates from the 14th cent., and the Chapelle St-Exupère, at the N. end of the village, contains 14th cent. paintings. The road passes (r.) some remains of the Roman amphitheatre of Tolosa.—*Vieille-Toulouse*, 7 m. S., preserves scanty remains of the Gallic oppidum.

From Toulouse to Auch, 55¼ m. (89 km.), railway from the Gare Matabiau or Gare St-Cyprien in 2¾ hrs. (27 fr. 35, 17 fr. 85, 11 fr. 25 c.).—14½ m. *Pibrac*, with a fine Renaissance château (1540), was the birthplace of the shepherdess Germaine Cousin (1580–1601), canonised in 1862, whose tomb is visited by pilgrims.—26 m. *L'Isle-Jourdain* (Hôt. de France, R. 8, D. 9 fr.), on the Save, was the birthplace of Bertrand, the sainted bishop of Comminges (d. 1123; see p. 418).—39 m. *Gimont-Cahuzac*. Gimont, on the opposite bank of the Gimone, has a wooden market-hall astride its high-street. The salle des catéchismes, adjoining the church, contains a remarkable 16th cent. triptych.—At (44 m.) *Aubiet* we cross the Arrats.—55¼ m. *Auch*, see p. 356.

From Toulouse (Gare Roguet) to Boulogne-sur-Gesse, 61 m. (98 km.), light railway in 4½–5 hrs. 11 m. *Fonsorbes* is the junction for (4½ m.) *Ste-Foy-de-Peyrolières*.—37 m. *Lombez* (Hôt. du Lion-d'Or) has a 14th cent. brick *Cathedral,


TOULOUSE
CENTRE DE LA VILLE
Tramways
Mètres
0 100 200 300 400
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0 100 200 300 400
A
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R.N.20
Bd Lascrosses
Boulevard de Strasbourg
Boulevard de l'Arcole
Boulevard Armand Duportal
Arsenal
Manufacture des Tabacs
Usine Electrique
Ancien Moulin du Bazacle
Quai St Pierre
Chaussée du Bazacle
Hospice St Joseph de la Grave
Pont St Pierre
Square Viguerie
Part St Cyprien
Hôtel-Dieu
Hôpital Militaire
Les Jacobins
Petit Lycée
Lycée
Ancienne Caserne de la Mission
Caserne Clauzel
Faculté des Lettres et de Droit
Ecole d'Artillerie
Musée St Raymond
Place St Sernin
St Sernin
Bibliothèque Universitaire
Banque de France
Collège de Foix
Temple Protestant
Eglise des Jacobins
Capitole
Hôtel de Ville
Théâtre
Poste, Télégr. Syndicat d'Initiat.
Théâtre
Gare Matabiau
Rue Matabiau
Rue Jules Chalet
Rue Lafayette
Rue Périgord
Rue Bayard
Rue Deville
Rue Rémusat
Rue Montoyer
Rue Gambetta
Rue Lapeyrouse
Rue Malcousinat
Rue Pargaminières
Rue des Blanchers
Rue Pharaon
Rue Ozenne
Rue Lakanal
Rue Rivals
Rue Desbarreaux
Rue Rochereau
Rue Matabiau
Rue Roquelaine
Rue Jules Chalet
Rue de la Concorde
Rue Jules MATABIAU
R.N.88
Place Matabiau
Place Victor Hugo
Place du Salin
Place Raymond IV
Allée de Brienne
Allée Jean Jaurès
Allée Frédéric Mistral
Allée Charles de Fitte
Allée Paul Feuga
Allée Forain Jules Martin
Allée Jules Guesde
Allée Paul Sabatier
Allée Jean Jaurès
Allée Frédéric Mistral
Allée Charles de Fitte
Allée Paul Feuga
Allée Forain Jules Martin
Allée Jules Guesde
Allée Paul Sabatier

Bourse
Musée
Chambre de Commerce
Préfecture
Cathédrale St Etienne
Institut Catholique
Palais de Justice
Jardin Royal
Grand Rond
Faculté des Sciences
Conservatoire
Synagogue
St AUBIN
Caserne Ugnerie
Hôtel de la Division
Pont Wilson
Pont Neuf
Pont de Tounis
Pont St Michel
Pont St Etienne
Pont St Sauveur
Pont des Demoiselles
Quai de Tounis
Quai de la Prairie
Cours Dillon
Prairie des Filtres
Allée Saint Michel
Allée Alph. Peraire
Boulevard Lazare Carnot
Rue de Metz
Rue de la Trompette
Rue de la Rousselle
Rue de l'Ecole de Médecine
Rue de l'Ecole Normale
Rue de la Course
Rue de la Porte Dijeaux
Rue Ste Catherine
Rue de Tauzia
Rue de la Devise
Rue de la Fusterie
Rue de la Rousselle
Rue de l'Eperon
Rue de la Vieille Tour
Rue de la Croix Blanche
Rue de la Rousselle

with a fine tower.—From (45½ m.) *L'Isle-en-Dodon* a road runs W. to (9 m.) *Simorre*, whose fortress-like brick church (1304) with 15th cent. stalls recalls the cathedral of Albi.—61 m. *Boulogne-sur-Gesse* is a 13th cent. bastide.

Other light railways run from Toulouse (Gare Roguet) to (47 m.) *Sabarat* (p. 393) viâ (12½ m.) *Muret* (p. 393) and the quaint little town of (29 m.) *Lézat*; to (30 m.) *Cadours*, viâ (15½ m.) *Grenade-sur-Garonne* with its 14th cent. church; and to (17½ m.) *Lévignac*. Also from the Gare St-Sauveur to (33 m.) *Revel* (p. 303), and from the Pont-Matabiau to (28½ m.) *Villemur* (p. 304).

From Toulouse to *Bordeaux*, see Rte. 45; to *Carcassonne* and *Cette*, see Rte. 47; to *Foix* and *Ax*, see Rte. 52; to *Limoges* and *Paris* viâ *Cahors*, see Rte. 38A, *Figeac*, see Rte. 38B; to *Pau* and *Bayonne*, see Rte. 49.

47. FROM TOULOUSE TO CARCASSONNE, NARBONNE, BÉZIERS, AND CETTE

Railway, 136 m. (219 km.), in 3¼–4 hrs. (67 fr. 35, 44 fr., 27 fr. 70 c.); to *Carcassonne*, 56½ m. (91 km.) in 1¼–2½ hrs. (28 fr., 18 fr. 25, 11 fr. 50 c.); to *Narbonne*, 93 m. (150 km.) in 2–2¾ hrs. (46 fr. 15, 30 fr. 10 c., 19 fr.); to *Béziers*, 105½ m. (175 km.) in 2½–3¼ hrs. (53 fr. 80, 35 fr. 15, 22 fr. 15 c.). A halt of 24 hrs. at Carcassonne is permitted to passengers with tickets to stations beyond. Through carriages run on this line from Bordeaux to Montpellier, Nimes, Marseilles, and Italy, from Toulouse to Lyons, and from Bordeaux viâ Narbonne to Perpignan and Port-Bou (for Barcelona).

Road to Montpellier, 156½ m. (252 km.), parallel with the railway as far as Béziers. We leave Toulouse by the Place and Faubourg St-Michel (Pl. A 5).—12 m. (19 km.) *Montgiscard*.—22½ m. (36 km.) *Villefranche* (see below).—36 m. (58 km.) *Castelnaudary* (see below).—59 m. (95 km.) **Carcassonne** (p. 368).—81½ m. (131 km.) *Lézignan* (p. 371).—94½ m. (152 km.) **Narbonne** (p. 371).—111 m. (179 km.) **Béziers** (p. 373).—125 m. (201 km.) *Pézenas* (p. 374).—138 m. (222 km.) *Mèze* (p. 374).—156½ m. (252 km.) **Montpellier** (p. 254).

The **Canal du Midi**, which runs nearly parallel with this route, was built in 1666–81 by Paul Riquet of Béziers (1604–80), entirely at his own expense (34 million francs), to connect the Garonne with the Mediterranean. It starts at the Bassin de l'Embouchure, just below Toulouse, reaches the watershed N.W. of Castelnaudary after 18 locks, and descends through 46 locks to end in the Etang de Thau near Agde, a distance of 155 miles in all. In the 19th cent. it was prolonged in either direction: towards Bordeaux by the *Canal Latéral de la Garonne*, built to avoid difficult reaches of the river, and towards the E. by the *Canal des Etangs*, which eventually reaches the Rhône at Beaucaire.

Toulouse, see Rte. 46. The line ascends the valley of the Hers, between the low hills of the *Lauragais*.—14¼ m. *Baziège* (r.) and (17 m.) *Villenouvelle* (l.) possess fortified belfries of a type peculiar to this district, the best example of which is at (20½ m.) *Villefranche-de-Lauragais*, above the façade of the 14th cent. brick church (l.).—25 m. *Avignonet-Lauragais* has a graceful 16th cent. spire (l.). About 1 m. N. of (28 m.) *Ségala* is an obelisk marking the point where the Canal du Midi crosses the watershed. In the neighbouring Maison de l'Ingénieur Soult and Wellington signed the armistice after the battle of Toulouse (1814).—34 m. (55 km.) **Castelnaudary** (6624 inhab.; *Hôt. Notre-Dame*, famous for its 'cassoulets' or ragoûts, R. 8, L. or D. 10 fr.; *de France*) has a 14th cent. church (*St-Michel*) with a street running beneath its tower.

St-Papoul (4½ m. N.E.; omnibus) is notable for its **Cathedral*, whose Romanesque choir, rebuilt in the 14th cent., contains the fine tomb of Bp. Fr. de Donadieu (d. 1626). On the S. side is a charming cloister, with some remains of the chapter-house.

A light railway connects Castelnaudary with (10½ m.) *Salles-sur-l'Hers* and (25½ m.) *Belpech*.—For the railway from Castelnaudary to *Castres*, *Albi*, and *Rodez*, see Rte. 39.

The church of (39 m.) *Pexiora* (l.) has an imposing square tower.—44 m. *Bram* (small hotels at the station) is the starting-point of tramways to (17 m. N.) *St-Denis* viâ (13 m.) *Saissac* (Hôt. de la Gare) at the foot of the Montagne Noire (p. 370), and to (7½ m. S.W.) *Fanjeaux*.

From Bram to Lavelanet, 39 m. (63 km.), railway in 2½ hrs.—4½ m. *Montréal* has a conspicuous church with a good Gothic portal.—At (10 m.) *Belvèze* a branch line diverges for Limoux (p. 432) and at (19 m.) *Moulin-Neuf* another branch for Pamiers (p. 427).—22 m. *Lagarde* has an imposing château.—28½ m. *Chalabre*. We ascend the narrowing valley of the Hers.—36 m. *La Bastide-sur-l'Hers*.—39 m. *Lavelanet* (Hôt. du Parc et Moderne) is on the road from Foix to Quillan (p. 428).

The 17th cent. château of Bram and the church of Montréal (see above) are prominent on the right. The Montagne Noire is well seen to the left.—47 m. *Alzonne*.—51½ m. *Pézens*, with a 14th cent. church (l.).

56½ m. (91 km.) **CARCASSONNE** (*Buffet*), the chief town (26,379 inhab.) of the department of the *Aude* and the seat of a bishop, is renowned for its Cité, a splendid example of a mediæval fortified town. The Aude flows between the Cité and the Ville Basse, a regularly planned 13th cent. town.

Hotels. De la Cité (Pl. e; E 4), in the Cité, R. 35, B. 6, L. 22, D. 25, pens. 80 fr.—Less expensive: Terminus (Pl. a; C 1), opposite the station, 150 R., R. 12, B. 5, L. or D. 14, pens. 45 fr.; Moderne et du Commerce (Pl. d; C 2), 14 Rue du Port, R. 10, L. 12, D. 14 fr., well spoken of; Bernard (Pl. b; B 2), 29 Rue du Marché, R. 8, L. or D. 12, pens. 30 fr.; Central (Pl. c; C 2), 16 Boul. Jean-Jaurès, R. 8, D. 10, pens. 20 fr.; de la Gare.

Restaurants. *Auter* (Oct.–June), 24 Rue Courtejaire; *du Musée*, adjoining the museum, L. or D. 14 fr.

Post Office (Pl. C 2), Rue de la Préfecture.—Syndicat d'Initiative, 37 Rue de la Préfecture.

Carriage from the station to the Cité, 10–15 fr.

Motor Omnibuses to *Cuxac-Cabardès* and *Mazamet* thrice daily; to *Mas-Cabardès* twice daily; to *Saissac* daily, etc.—Autocars to *Font-Romeu* viâ Quillan and Ussoa, thrice weekly in July–Sept., see p. 434.

Theatres. Open-air performances in the Cité (p. 369) between July 10th and 20th.—*Municipal Theatre* in the Rue Courtejaire.

History. The Gallic city of *Carcasso* was occupied by the Visigoths in the 5–8th cent. and by the Saracens in 713–59, but rose to prominence only under its viscounts, the Trencavels, who founded their dynasty in 1083. Raymond-Roger de Trencavel was a fierce opponent of Simon de Montfort in the Albigensian war, but his resistance ended with the capture of the Cité in 1209. His son Raymond II, the last viscount, recovered his estates in 1224, but was expelled from Carcassonne by Louis IX in 1247. A revolt in his favour in 1262 led to the expulsion of his partisans, who were, however, permitted to found a new city on the other bank of the Aude. In 1356 the citadel held out successfully against the Black Prince. Fabre d'Eglantine (1750–94), inventor of the names of the months in the Revolutionary Calendar, was born at Carcassonne.

The chessboard streets of the Ville Basse are narrow and unattractive. The Rue Georges-Clemenceau and its continuation the Rue Courtejaire traverse the whole town. The Rue du Quatre-Septembre, the second cross street, leads (r.) to **St-Vincent** (Pl. C 2), a 14th cent. church with a 15th cent. tower and an extraordinarily wide vault (66 ft.). One

of the statues at the W. door is said to be a portrait of St-Louis. In the centre of the town is the Place Carnot, adorned with a Neptune fountain of 1770. Farther on, on the right, is **St-Michel** (Pl. C 3), the cathedral since 1803, a church similar in construction to St-Vincent though slightly older. The circular windows of the clerestory are of unusual design. Beyond St-Michel is the shady Boul. Roumens, with an 18th cent. gateway and two bastions of the old wall. The *Musée* (Pl. C 2; open Sun. and Thurs. 12–4, other days on application) contains a few interesting paintings (1st floor. Room I. *Rigaud*, Portraits, *Chardin*, Still life; Room V. *Greuze*, Boy's head, *Benj. Constant*, The Sherifs).

The CITÉ may be reached either by the *Pont-Neuf* (1841–46), behind the Square Gambetta, or, better, by the *Pont-Vieux* (Pl. D 3), a 13th cent. bridge of eight arches preceded by a 15th cent. chapel. The carriage road from the Pont-Vieux follows the Rue du Faubourg de la Trivalle and enters the Cité by the Porte Narbonnaise; pedestrians may turn to the right along the Rue de la Barbacane, and ascend to the Porte d'Aude.

The ****Cité** (Pl. E 3, 4) is a unique example of a mediæval fortified town, complete with its two rows of ramparts, its castle, and its church. Its importance as a frontier fortress disappeared in 1659 when Roussillon was annexed to France, and the ramparts were allowed to fall into decay. Much of the stonework, including the barbican which stood near the church of St-Gimer, had already been used for erecting other buildings, when in 1835 its complete destruction was averted by the appeals of Prosper Mérimée and the tenacious opposition of the archæologist J. P. Cros-Mayrevieille. Restoration was begun by Viollet-le-Duc in 1855, and continued after 1879 by Boeswillwald.

Admission to the ramparts 1 fr. (free on Thurs. afternoon and Sun. except to visitors intending to take photographs). The ramparts are reached by the staircase inside the Porte d'Aude, which ascends to the Tour de la Justice, where the guardians who accompany visitors are to be found. Admission to the Lices (the space between the two ramparts) is at present free.

History. Recent excavations have established that the Château occupies the site of the Gallo-Roman castellum. Most of the towers of the inner rampart have Roman or Visigothic foundations. The S.W. corner, however, between the Tour Rondle de l'Evêque and the Tour St-Martin was added by Philippe le Hardi (1270–85), whose towers are notable for their projecting beaks. The outer rampart is due mainly to Louis IX (1260–70), except for the Tour de la Vade, the large tower on the S.E. side, built by Blanche de Castille, his mother.

The *Porte Narbonnaise*, on the E., the only entrance by road into the Cité, has two strong towers with projecting beaks, and is guarded by a double barbican so placed that an enemy entering must expose an undefended flank. The *Porte d'Aude*, on the W. side, is the only other regular entrance, though there are several small posterns. The walk round the ramparts begins at the *Tour de la Justice*, adjoining the Porte d'Aude. Visitors are usually conducted as far as the *Tour*

St-Nazaire on the S., which commands a splendid prospect (view indicator) and was provided with its own well and granaries, so that if need be it could stand a separate siege. On the way we pass the *Tour Visigothe ;* the *Tour Ronde de l'Evêque ;* the **Tour Carrée de l'Evêque*, a magnificent 13th cent. tower astride both lines of rampart ; the *Tour de Cahuzac*, which has a covered gallery from which the bishop could watch the tournaments held on the site of the modern theatre ; and two other 13th cent. towers.

The remainder of the circuit is less interesting and is not made unless by special request. The most remarkable of the towers on the E. side is the huge *Tour du Trésor*, N. of the Porte Narbonnaise, which has no communication with the rampart-walk.

The Château (no adm.), N. of the Porte d'Aude, has been used as barracks for a century, and is now undergoing restoration (1926).

The church of **St-Nazaire** (Pl. E 4 ; closed 12–2 and after 6 p.m.), at the S. end of the Cité, was the cathedral until 1790. Its nave and choir, each equally beautiful in its own way, are totally different in inspiration, the nave being a plain Romanesque structure of 1095, while the choir, with its wide-spreading transepts, is a graceful building in the best Gothic manner of 1300. The transeptal turrets and the Romanesque W. tower are noteworthy.

The **Interior** is remarkable for its stained-glass *Windows (14–16th cent.) and for several interesting monuments. S. Side. Relief supposed to depict the siege of Carcassonne in 1240 ; in the S. transept is the alleged tombstone of Simon de Montfort (p. 366) ; an adjoining chapel (opened by the sacristan) contains the *Tomb of Bp. Radulf (d. 1266). In the Choir are some interesting 14th cent. statues and a 13th cent. alabaster effigy, probably of Abp. Simon de Vigor of Narbonne. N. Side. *Tomb-relief of Bp. Pierre de Rochefort (d. 1322) accompanied by two deacons.

Carcassonne is the best centre for excursions in the **Montagne Noire**, a granitic mass of hills to the N., which reaches a height of 3970 ft. in the *Pic de Nore*, above Pradelles-Cabardès, and commands a fine distant view of the Pyrenees. It may be explored with the help of the motor omnibus services mentioned on p. 368 or of the light railways to Lastours and Caunes (see below). The best centre is *Cuxac-Cabardès* (Hôt. de la Montagne-Noire), 17 m. N.W. of Carcassonne on the Mazamet road.

From Carcassonne to Lastours, 10½ m. (17 km.), light railway in 1¼ hr. (4 fr. 10, 3 fr. 5 c.).—5½ m. *Conques* has an old castle and church.—10½ m. *Lastours* is notable for its four ruined *Castles (Les Tours de Cabaret) which were never taken by assault.

From Carcassonne to Caunes, 14¼ m. (23 km.), light railway in 1½ hr. (5 fr. 50, 4 fr. 15 c.).—10 m. *Villenewe-Minervois* (Hôt. Gayraud) is 9 m. S. of Pradelles (see above).—14¼ m. *Caunes* (Hôt. de la Croix-Blanche), notable for the Romanesque remains of a Benedictine abbey, is connected by railway also with Moux (p. 371) and Lézignan (p. 371).

From Carcassonne to *Quillan* and *Perpignan*, see p. 432 ; to *Font-Romeu* by autocar, see p. 434.

The railway beyond Carcassonne affords a view of the Cité (r). and the Montagne Noire (l.).—67 m. *Capendu* is dominated on the S. by the long *Montagne d'Alaric* (1650–1950 ft.) on

R.N. 113 ← Castelnaudary
B
CIMETIÈRE ST VINCENT
Route de la Reille
Quillan → Toulouse
Route de Toulouse
BASSIN
PROMENADE DES PLANTES
Boulevard Omer
Rue Emile Zola
Canal du Midi
Canal
Fontaine d'Iéna
Rue du Canal
Rue de la Gare
Rue du Port
Rue du Marché
Rue Jules Sauzède
Rue des Études
Rue Victor Hugo
Rue Pasteur
Rue Dugournier
Rue Barbacane
Maisons du Foyer
Rue d'Isly
École Normale (Garçons)
Rue de Montréal
Route de Limoux
Route de St Girons
CASERNE D'INFANTERIE
Réservoir
PLACE DAVILLA
Mont aux Morts
LYCÉE
Collège de Jnes Filles
HALLES
PLACE CARNOT
Rue Chartrase
Rue Amidonniers
Rue des Arts
Rue du Mail
Rue Francisco Ferrer
Rue Germaine
Rue Brignon
R. Biron
R. Lafaignon
QUARTIER DE CAVALERIE
CIMETIÈRE ST MICHEL
Ferrière
R.N. 119 Pamiers
R.N. 118 ↙
CARCASSONNE
Tramway
Mètres
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Scale of Yards
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N
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L. HERMANN, DEL.

12-28 Imp Dufrénoy, Paris.

which the Visigothic king is said to have built a castle; the ruins on top, however, date from the 11–12th centuries.—72 m. *Moux* is connected by railway with (17½ m.) Caunes (p. 370) viâ (13½ m.) *Rieux-Minervois*, which has a round 11th cent. church.—79 m. *Lézignan* (Hôt. du Chemin-de-Fer) is connected with (27 m.) Caunes by a light railway, which passes (14 m.) *Azillanet*, 3 m. S. of Minerve (p. 305). It is the starting-point for exploring the lonely and desolate hills of the *Corbières*, which extend from the Aude valley to the Pyrenees.

From Lézignan to Tuchan, 35½ m. (57 km.), light railway in 4 hrs. (13 fr. 15, 10 fr. 50 c.).—7½ m. *Fabrezan* is the junction for St-Pierre-des-Champs (see below).—At (10½ m.) *Les Palais* we join the line from Narbonne to Mouthoumet (p. 373) which we follow as far as (13½ m.) *Thézan*.—20 m. *Ripaud* is the junction for La Nouvelle (p. 376). We ascend the valley of the Berre viâ (24 m.) *Durban*, with its ruined castle, to (35½ m.) *Tuchan* (Hôt. de la Place), in the heart of the Corbières.

The branch from Fabrezan (see above) to (9½ m.) *St-Pierre-des-Champs* passes (7 m.) *Lagrasse* (Hôt. Parisien), picturesquely built in the Orbieu valley, with an old abbey (now a poorhouse) and a 14th cent. church containing seven paintings ascribed to Ribera or Murillo.

93 m. (150 km.) **NARBONNE**, once an important Roman seaport on a gulf of the Mediterranean, is now a quiet old town (25,632 inhab.), 5 m. from the sea, divided into equal halves by the Canal de la Robine, a branch of the Canal du Midi. Narbonne is famous for its honey.

Hotels. *De la Dorade (Pl. a; C 3), 44 Rue Jean-Jaurès, R. 10, L. or D. 14 fr.; Grand-Hôtel (Pl. b; D 3), 22 Boul. Gambetta; de France, de Paris, des Postes, smaller hotels in the Rue Jean-Jaurès; de l'Univers, at the station.

Post Office (Pl. C 2), Place du Tribunal.

Motor Omnibuses to Marcorignan, Gruissan, Durban, etc.

History. *Narbo* or *Narbo Martius*, the old capital of the Volcæ Tectosages, was the principal Roman colony in Transalpine Gaul from 118 B.C. until the rise of Lugdunum (Lyons) in the 2nd cent. A.D. It was the chief city of the province of Gallia Narbonensis and the "pulcherrima Narbo" of Martial. Occupied by the Visigoths and the Saracens, it became in the 9th cent. the capital of the duchy of Gothia or Septimania (comp. p. 209). The government of the city was shared by the archbishops and the viscounts and an important part in the intellectual life of the town was played by the Jews. The university which they founded in the 12th cent. included among its teachers the learned rabbi Moses Khimkhi (before 1250). The expulsion of the Jews and the diversion of the Aude from its artificial course through the town (14th cent.) put an end to the prosperity of Narbonne. Among its famous natives are P. Terentius Varro (82–37 B.C.), author of the 'Argonautica'; the 3rd cent. emperors Carinus and Numerianus; the martyr St. Sebastian (250–288); and the 14th cent. troubadours Jean Estève and Guiraud Riquier.

The centre of Narbonne, the Place de l'Hôtel-de-Ville (Pl. C 3), is overshadowed by the three grim towers of the **Archevêché**, which now contains the Hôtel de Ville and the Musée. The huge corner tower (1318), where Louis XIII, at the instance of Richelieu, signed the order for the arrest of Cinq-Mars and De Thou (1642; see p. 218), is connected with the Tour St-Martial (1375) by a modern but effective building in the 13th cent. style by Viollet-le-Duc. On the right is the Tour de la Madeleine (1273).

The **Musée** (adm. free on Sun. and Thurs. 2–4; entrance in the main courtyard of the Hôtel de Ville; other days on application to the concierge; entrance from

the arched passage between the two towers on the right), of considerable and varied interest, occupies the first floor. We ascend by a fine staircase of 1620.—The *Salle des Gardes* contains a large terracotta jar.—Salle de la Tour. In the centre, mosaic pavement; in the window-recesses: Silenus, in white marble; Pentelic marble stele in the best Greek style; Hercules, a 4th cent. copy of a Hellenistic figure.—Grande Salle. *Vien*, Old man's head; *Fabre*, Provençal road; *P. Brueghel*, Wedding dance; *Mignard*, St. Charles Borromeo during the plague at Milan; *Boilly*, Pascal Barthe; *Flemish School*, Triptych (c. 1525). The glass cases contain a good collection of pottery.—The Galerie Barathier (l.) contains a miscellaneous assortment of drawings (pastel by *Rosalba Carriera*), Limoges *Enamels, furniture, etc.—Salle Chaber. *Poussin*, St. John baptising; *School of Titian*, Adm. Vincenzo Cappello; *Seb. del Piombo*, Portrait; *Boucher*, Bacchante and cupids; *Puget*, Louis XIV (bust); *Mierevelt*, The lady with the collar; *Raphael*, *Fresco of the Martyrdom of St. Cecilia (centre, part restored); *Hubert Robert*, Fishermen landing.—Salle Jules Canonge. *Porcelain and pharmacy-jars.—Salle Peyre. Mosaic pavement from a cemetery at Narbonne. *Primaticcio*, Europa; *Oudry*, Bitch and puppies; *Greuze*, Young girl; *Rigaud*, Portrait of the artist; *Ph. de Champaigne*, A field-marshal; *Jan Fyt*, *Cook (above the door),

At the back of the Archevêché in the Rue du Tribunal is the entrance to the ***Cathedral** (Pl. C 2; *St-Just*), a huge unfinished choir begun in 1272 in the Northern Gothic style. The insignificant towers were added in the 15th cent., and an abortive attempt was made to complete the nave in the 18th century.

Interior. Facing the 3rd chapel (S. side) is the tomb of Abp. Pierre de la Jugie (1376; the statue is at Toulouse); in the apsidal chapel is a 15th cent. Virgin. Opposite the N.E. door is the tomb of Card. Briçonnet (d. 1514) and farther on that of Abp. Bernard de Farges (d. 1341). The tomb of the Chevalier de la Borde (1607) has a good kneeling statue between twisted columns.

Above the sacristy (S. side; adm. on application) is the Musée d'Art Chrêtien, which contains a splendid early Renaissance tapestry, representing the Trinity, the Creation, and the Fall of Satan. Here also are three portable altars, one of the 12th cent. in rare green porphyry; a 12th or 13th cent. ivory tablet depicting scenes in the life of Christ; a 10th cent. ivory box of Arab work; an 11th cent. (?) breviary; a fine illuminated missal of the 16th cent.; relics of Mgr. Dillon, the last archbishop of Narbonne; etc. The sacristan shows also the 15th cent. *Chapter House* and a 14–15th cent. *Cloister*, from which an 11th cent. tower of the Archevêché is well seen.

We now cross the canal by the Rue du Pont, a picturesque street of shops on a bridge of Roman foundation, and, turning to the left along the Cours Mirabeau, reach the *Eglise de la Mourguié*, a 13–14th cent. church now containing the Musée Lapidaire (Pl. C 3; adm. 10–12 and 2–4). Following the line of boulevards to the right, we arrive at the church of *St. Paul-Serge* (Pl. B 3), an interesting building of the 12th and 13th cent. dedicated to Sergius Paulus, the apostle of Narbonne. One of the stoups contains a stone frog fabled to have been petrified as a punishment for interrupting mass with its croaking. At the corner of the Rue Edgar-Quinet, on the right of the church, is the quaintly sculptured *Maison des Trois-Nourrices* (1558). The church of *St-Sébastien* (Pl. C 2) has a good 16th cent. vault.

An interesting excursion may be made across the *Montagnes de la Clape* (702 ft.), where the Narbonne honey is made, to (3 hrs. on foot) *Gruissan*, a seaside village with a sandy beach. The return may be made by road across the salt marshes to (4½ m.) the station of Gruissan-Tournebelle (p. 376).

L. HERMANN DEL.

12-29 Imp. Dufrénoy. Paris.

From Narbonne to Mouthoumet, 38½ m. (62 km.), light railway across the Corbières in c. 5 hrs. (15 fr. 15, 11 fr. 40 c.).—7 m. *Fontfroide* (halt by request) is the station for the Benedictine abbey of Fontfroide, notable for its 12th cent. church with a 13th cent. cloister and a *Chapter House of the late 12th century. The abbey was reoccupied by monks from 1851 to 1902. Traversing a vine-growing district with numerous ruined castles we reach (17 m.) *Thézan* on the Lézignan–Tuchan line (p. 371), which we follow to (20 m.) *Les Palais*.—30½ m. *Villerouge-Termenès* is the nearest station to the old frontier stronghold of *Termes* (11th cent.). From (38½ m.) *Mouthoumet* a picturesque road goes on to (16 m.) Couiza (p. 433).

A railway connects Narbonne with (13 m. N.W.) *Bize*, and light railways with (10 m. N.E.) *Fleury* and (9½ m. N.) *Ouveillan*.—From Narbonne to *Perpignan* and *Port-Bou*, see Rte. 48.

Beyond (97 m.) *Coursan*, where the Gothic church has a Romanesque tower, we cross the Aude.—102½ m. *Nissan*.—104½ m. *Colombiers* is the junction for Maureilhan (p. 374) and for Quarante-Cruzy (p. 375). We cross the Orb near the conspicuous tower of Montady (l.).

108½ m. (175 km.) **BÉZIERS** is a prosperous and cheerful town (53,021 inhab.) built on a bold bluff above the river Orb. It is the headquarters of the wine-trade of the Hérault and Aude, the two principal wine-growing departments of France.

Railway Stations. *Gare du Midi* (Buffet; Pl. C 4) for all main line services. *Gare du Nord* (Pl. C 1), for the Chemins de Fer de l'Hérault to St-Chinian and to Montpellier viâ Pézenas.

Hotels. Grand-Hôt. Moderne (Pl. b; C 3), 7 Av. Saint-Saëns, new, R. 12, L. or D. 15, pens. 36 fr.; de la Compagnie du Midi (Pl. a; C 4), at the station, R. 14, L. or D. 12½ fr.; Glacier (Pl. c; B 3), de la Paix (Pl. d; B 2), Allées Paul-Riquet; du Nord, d'Angleterre, Place de la Citadelle (Pl. B 2).

Restaurants. *Taillan*, Rue Boïeldieu; *Respaud*, *Paris-Lyon*, Rue Solférino.—Cafés in the Allées Riquet.

Post Office (Pl. B 3), Place de la Mairie.

Tramways from the Gare du Midi to the Gare du Nord; from the Place de la République to the Place d'Espagne (Pl. A 4); from the Halles to the Ateliers du Midi. Suburban service from the Place de la République to Sérignan and *Valras* (p. 374).

Amusements. *Grand-Théâtre* (Pl. B 2–3), Allées Riquet; *Variétés* (Pl. C 3), Rue Victor-Hugo; *Arènes* (Pl. D 2), Av. Louis-Gallet, for bull-fights, circuses, etc.

History. The Celtiberian city of *Beterra*, which became a Roman colony in 120 B.C. (Julia Beterræ), was in the 12th cent. a stronghold of the viscounts of Carcassonne. In the Albigensian war it was taken by Simon de Montfort (1209) and 20,000 of its inhabitants massacred without mercy, at the instigation of the bishop of Montpellier and the abbot of Cîteaux. When the crusaders hesitated, not knowing which were heretics and which orthodox, the abbot urged them on with the scriptural text "Kill all! the Lord will know His own." In 1656 Molière's second comedy 'Le Dépit Amoureux' was first played at Béziers.—The most famous of the natives of Béziers (Biterrois) was Pierre Paul Riquet (1604–80), the constructor of the Canal du Midi (p. 367). Arthur Young's remark, on seeing Béziers with its port on the canal, was 'Here, Louis XIV, thou art truly great.'

From the station the Avenue Gambetta and its continuations ascend gradually to the centre of the town. Walkers, however, should mount direct to the garden of the *Plateau des Poètes* (Pl. C 4), and approach the centre by the Allées Paul-Riquet (Pl. C, B 3), a wide boulevard separating the old town from the new. The statue of Riquet, facing the Place de la Citadelle, is by David d'Angers, as are the terracotta reliefs of famous plays (1844) which adorn the *Theatre*. Behind the

theatre is the PLACE DE LA RÉPUBLIQUE (Pl. B 2), the meeting-place of the chief streets of Béziers. The Rue de la République (l.) leads to the Place de la Madeleine (r.), in which stands the 12th cent. church of *La Madeleine* (Pl. B 2), much altered in the 18th cent., where the worst of the massacre (p. 373) took place. The street on the right of La Madeleine leads to *St-Aphrodise*, a 13th and 15th cent. church with a Romanesque crypt.

The Rue Paul-Riquet goes on to the left beyond the Place de la Madeleine, passing on the right the Rue St-Félix, in which Riquet was born (tablet). Leaving on the left the 18th cent. *Hôtel de Ville* (Pl. B 3), we turn to the right at the Post Office to reach the Place de la Révolution, in which are the musée and the cathedral. The **Musée** (adm. Thurs. and Sun. 10–12 and 2–4; other days on application), occupying the *Hôtel Fabrégat*, contains some good drawings (ground floor) and paintings (first floor), including: *Daubigny*, Banks of the Oise; *Diaz*, Landscape with figures; *Corot*, Pool at Ville-d'Avray; and pictures attributed to *Guercino*, *Domenichino*, *Tiepolo*, and *Guido Reni*.

The former cathedral of **St-Nazaire** (Pl. A 3), commanding the valley of the Orb and showing traces of fortification, dates mainly from the 13th (transepts) and 14th centuries. Only some fragments in the choir and tower antedate the destruction of 1209. The W. window and the 14th cent. iron grilles outside the choir windows should be noticed. The 14th cent. stained glass is masked by the pretentious 18th cent. decoration in the choir. The 14th cent. *Cloister* on the S. contains a collection of sculptural fragments.

The church of *St-Jacques* (Pl. B 4) is notable for its 12th cent. apse. The 13th cent. *Pont Vieux* (Pl. A 4) commands a view of the town, which is even better seen from the *Pont Neuf*, a little downstream. From the Pont-Aqueduc of the Canal du Midi (Pl. B 5) we may follow the canal S.W. to (20 min.) the *Ecluses de Fonserannes*, where the canal descends 82 ft. in 367 yds. by means of eight successive locks.

A tramway connects Béziers with (8½ m.) *Valras-la-Plage*, a small bathing-place at the mouth of the Orb.

FROM BÉZIERS TO ST-CHINIAN, 20½ m. (33 km.), light railway from the Gare du Nord in 1½ hr.—6 m. *Maureilhan* is the junction of a line from Colombiers (p. 373). —20½ m. *St-Chinian* (Hôt. du Grand-Soleil) stands on the road from Béziers to St-Pons (p. 304) at the foot of the picturesque gorge of the Nouvre.

FROM BÉZIERS TO MÈZE (Montpellier), 28½ m. (46 km.), light railway from the Gare du Nord in 1¾ hr.—6 m. *Bassan* is a curious fortified village.—8 m. *Servian* (2968 inhab.) has a large 13th cent. church.—At (16 m.) *Pézenas* (Nord) we cross the line from Béziers to Lodève (see below).—20 m. *Montagnac* (Hôt. du Commerce) is a small fortified town (3332 inhab.) commanding the Hérault valley.—28½ m. **Mèze** (*Hôt. Grand-Galion*), a little port (5327 inhab.) on the Etang de Thau, is connected by steamer with Cette (p. 258) and by light railway with Agde (p. 375) and Montpellier (p. 254).

FROM BÉZIERS TO LODÈVE, 46½ m. (75 km.), railway from the Gare du Midi in 3–3¼ hrs. (23 fr. 5, 15 fr. 5, 9 fr. 50 c.).—From Béziers to (11 m.) *Vias*, where we leave the line to Cette, see p. 375. We ascend the rich valley of the Hérault.—14 m. *Bessan*; 18 m. *St-Thibéry*.—22½ m. (36 km.) **Pézenas** (*Hôt. du Commerce; de la Paix*), once a Roman colony (*Piscenæ*) noted for its wool, is now an uninteresting town (6308 inhab.) with a few old houses. In 1655–56 Molière presented

some of his earliest plays here during a session of the Estates of Languedoc, and here he wrote his 'Précieuses Ridicules.' For the light railway to Béziers and to Mèze, see p. 374.—At (28½ m.) *Paulhan* (Buffet) we cross the line from Montpellier to Bédarieux (p. 272) and leave the Hérault valley.—35½ m. (57 km.) **Clermont-l'Hérault** (5070 inhab.; *Hôt. du Commerce; Terminus*), with a fine fortified **Church* of the 14th cent. (St-Paul), is 5½ m. E. of the **Cirque de Mourèze*, a wild chaos of limestone boulders amid which the village of Mourèze lies concealed.—At (38½ m.) *Rabieux* we join a line from Montpellier (p. 257).—46½ m. (75 km.) **Lodève** (*Grand-Hôt. du Nord*, R. 8, D. 9½ fr.; *de la Paix*), an old cloth-making town (6297 inhab.) at the confluence of the Lergue and the Soulondres, takes its name from *Luteva*, one of the chief towns of Septimania (p. 209), called *Forum Neronis* by the Romans. It was the birthplace of Card. Fleury (1653–1743), the tutor and minister of Louis XV. The principal building is the church of *St-Fulcran, the former cathedral, dedicated to a bishop of Lodève (d. 1006). The present building, partly fortified, dates from the 13–14th cent. and has a fine square tower. In a chapel on the S. side is the tomb of Bp. Plantavit (d. 1651), near which is the only surviving cloister-walk (15–17th cent.).

Another branch line connects Béziers (Midi) with (17 m.) *Quarante-Cruzy*, viâ (4½ m.) *Colombiers* (p. 373) and (10 m.) *Capestang*, which stands on a drained lagoon.

From Béziers to *Paris* viâ Millau, St-Flour, and Bourges, see Rte. 35.

Leaving Béziers the railway skirts the Canal du Midi (r.), beyond which rises the massive tower of (112½ m.) *Villeneuve-lès-Béziers*.—120 m. *Vias*, with a fortified 14th cent. church, is the junction for Paulhan and Lodève (see above).—122 m. (196 km.) **Agde** (*Hôt. de la Poste; du Cheval-Blanc*), surnamed 'La Ville Noire' from the dark lava of which it is built, is a little port (7700 inhab.), 2½ m. from the mouth of the Hérault, of very ancient origin, having been founded in the 6th cent. B.C. by Phocæans under the name of *Agathe*. It was the seat of a bishop from 400 to 1790. The grim old *Cathedral, dedicated to St. Stephen, is a 12th cent. building of fortress-like character, with a choir at right angles to the nave. The machicolations of the parapet are said to be the oldest existing instance of this kind of fortification. A keep-like tower surmounts the N. transept, and on the S. side are the remains of a cloister of c. 1300.

To the E. of Agde rises the *Pic St-Loup* (375 ft.; lighthouse), the ancient volcano from which building-stone for the town was quarried; to the S.W., at the mouth of the Hérault (2½ m.) is *Le Grau-d'Agde*, a fine sandy beach (small Inns), which extends E. to the Cap d'Agde. About ½ m. offshore is the *Ile de Brescou*, with an obsolete fort and a lighthouse.

The light railway from Agde to (16 m.) *Mèze* (p. 374) passes (4½ m.) *Marseillan* (4285 inhab.), a wine port on the Etang de Thau, and (7½ m.) *Florensac*, a prosperous village with an old church.

Beyond Agde the railway crosses the Hérault and the Canal du Midi, and, passing (125½ m.) *Les Onglous*, runs along the narrow bar, or *Isthme des Onglous*, between the Etang de Thau (p. 258) and the sea.—136 m. (219 km.) **Cette**, see p. 258.

48. FROM NARBONNE TO PERPIGNAN AND PORT-BOU

RAILWAY, 66½ m. (107 km.) in 2¼–3 hrs. (32 fr. 90, 21 fr. 50, 13 fr. 55 c.); to *Perpignan*, 40 m. (64 km.) in 50 min.–2 hrs. (19 fr. 70, 12 fr. 85, 8 fr. 10 c.). Through carriages run by this route from Paris, Marseilles, and Bordeaux to Barcelona.

ROAD to Perpignan, 44 m. (71 km.).—13 m. (21 km.) *Sigean* (see below).—35½ m. (57 km.) *Salces* (see below).—44 m. (71 km.) **Perpignan** (see below). At Perpignan the road divides, the left branch running viâ (8½ m.) *Elne* (p. 378), (13 m.) *Argelès-sur-Mer* (p. 379), and (23½ m.) *Banyuls* (p. 379) to (28 m.; 45 km.) **Cerbère** (p. 379). The road to Barcelona runs due S. viâ (13½ m.) *Le Boulou* (p. 439), reaching the frontier at (20½ m.) *Le Perthus* (p. 439). Thence it is 104 m. by road to *Barcelona* viâ (16 m.) *Figueras* and (42 m.) *Gerona*.

Narbonne, see p. 371. The railway runs S. between the Clape (p. 372), on the left, and the Corbières (p. 371).—Beyond (6¼ m.) *Gruissan-Tournebelle* we cross a narrow strip of land between the Etang de Gruissan (l.) and the Etang de Sigean.—13½ m. *La Nouvelle* (Hôt. d'Italie; de la Plage), at the mouth of the Canal de la Robine, is a small port with a bathing-beach and a casino. A branch line runs to (13 m.) *Ripaud* (p. 371) viâ (3½ m.) *Sigean*.—20½ m. *Leucate-la-Franqui* is the station for (20 min. E.) *La Franqui* (Hôt. de la Franqui), another little bathing-resort. We skirt the large Etang de Leucate (l.), and pass (r.) the picturesque *Castle of (28½ m.) *Salces*, or *Salses*, built in 1497 by a Spanish engineer named Ramirez, and restored in the 17th cent. (admission on application to the porter). We cross the Agly and enter Roussillon.

Roussillon, so named from the red colour of its earth, is the southernmost province of France, and corresponds roughly with the department of the Pyrénées-Orientales. It was annexed to France after the treaty of the Pyrenees (1659; comp. p. 351), but its inhabitants still preserve a strongly Spanish character in their costume and in their dialect, which is almost purely Catalan. In local place-names *x* is pronounced as sh; *u* as oo; final *g* as tch; and *ch* as k. Roussillon is noted for its strong wines, typical of which are the red Banyuls and the white Grenache from Rivesaltes.

35 m. **Rivesaltes** (5052 inhab.; *Hôt. du Parc*), which has a characteristic Roussillon church tower, is the native town of Marshal Joffre (b. 1852), whose home was in the Rue des Orangers.

Tramways run to (3 m. S.E.) *Pia* (p. 378), for Le Barcarès and Perpignan, and to (4 m. S.W.) *Baixas*, which has a fortified Romanesque church and three old gates.—For the railway to *Quillan* and *Carcassonne*, see p. 434.

As we leave Rivesaltes the pyramid of the Canigou is well seen on the right. The railway runs between luxuriant gardens and crosses the Têt.

40 m. (64 km.) **PERPIGNAN** (*Buffet*), the capital of *Roussillon* and of the *Pyrénées-Orientales*, is an interesting old town (50,293 inhab.) with well-built modern quarters, standing on the Basse at a short distance from its junction with the Têt. It is essentially a frontier town and has many characteristics in common with the cities of Spain. The

BÉZIERS
Tramways
Mètres
0 100 200 300
Scale of Yards
0 100 200 300
N
A
B
C
D
1
2
St Affrique
Lodève
St Chinian
Chm de Cornelhan
Abattoir
R.N. 9
Clemenceau
Cimetière Vieux
Maréchal Foch
Albert 1er
Mercorop
Kléber
Gare du Nord
CASERNE DE CAVALERIE
Belfort
Boulevard
Pl. du Champ de Mars
Av. du Cimetière
Av. de Cornelhan
Avenue
Rue
Georges
Rue de
Rue d'Alsace
Lorraine
Boulevard
Pl. du 4 Nov.
St Aphrodise
d'Angleterre
Ecole prat de commerce et d'industrie
Temple Protest.
Diderot
Hôpital Mixte
Place des Arènes
Collège de Filles
Caisse d'Epargne
Rue Casimir Périer
Rue des Fossés
Ruisseau de Ragnols
Av. Mal Foch
Dugueselin
d'Alembert
Gallet
Arènes
Louis
Besan
Egl. de la Madeleine
Pl. de la Madeleine
Av. de la République
Avenue de la République
Rue Solférino
Boulevard
Porte Ollivier
Egl. des Pénitents
Théâtre
Allées
Boieldieu
Rue
Hospice
Usine Cordier
Jardin Public
Immaculée

12-29 Imp. Dufrénoy. Paris.

bishopric of Roussillon was transferred hither from Elne in 1602.

Hotels. GRAND-HÔTEL (Pl. a; B 3), Quai Sadi-Carnot, with a large patio in the Spanish style, R. 9, D. 12, pens. 30 fr.; DE FRANCE (Pl. d; B 2), Quai Sadi-Carnot, R. 12, D. 12, pens. 30 fr.; DE LA LOGE (Pl. b; C 3), Place de la Loge; DE LA POSTE ET DE LA PERDRIX (Pl. e; C 2), Rue des Grandes-Fabriques, R. 10, D. 12, pens. 32 fr.; DU NORD ET DU PETIT-PARIS (Pl. c; C 3), Place Gambetta, R. 8, D. 12, pens. 22 fr.

Restaurants. *Du Lion-d'Or*, Rue des Cardeurs, near the Loge, good; *Glacier*, facing the Palmarium.—CAFÉS at the *Palmarium* (Pl. B 2) and in the Place de la Loge.

Post Office (Pl. C 2), Rue de la Poste.—SYNDICAT D'INITIATIVE, 2 Rue St-Jean.

Tramways (25 c. per section) from the station to the Loge; from the Promenade des Platanes to *Canet* (p. 378); etc.—MOTOR OMNIBUSES daily in summer to *Figueras* viâ Le Boulou and Le Perthus.

Amusements. *Théâtre Municipal* (Pl. C 3), Place de la République; *Théâtre de Catalogne* (Pl. A 2), Place de Catalogne, opened in 1925.

History. In 1172 the countship of Roussillon passed to the royal house of Aragon. Jaime I of Aragon in 1276 created the kingdom of Majorca for his son Jaime by uniting Roussillon with the newly-conquered Balearic Isles, but after a succession of disputes Jaime II of Majorca was deprived of his throne by Pedro IV of Aragon in 1344. Louis XI in 1462 invaded the province and took Perpignan in 1475, but Charles VIII returned it to Ferdinand and Isabella in 1493. In 1641 Louis XIII espoused the cause of the Catalans, who had rebelled against Spain, and Perpignan became finally French in 1659.

Philippe le Hardi died at Perpignan in 1285 on his return from an unsuccessful expedition against Pedro III of Aragon. Hyacinthe Rigaud (1659–1743), the painter, is the most notable native.

The station of Perpignan, some distance to the W., is connected with the centre by an electric tramway, which, traversing a modern quarter, reaches the old town at the PLACE ARAGO (Pl. B 3), a spacious square built across the river Basse. In the centre is the Palmarium, a popular café, and to the right is a statue of Arago (p. 433). Following the Quai Sadi-Carnot to the left we reach the **Castillet* (Pl. C 2), a massive brick gateway of 1367 enlarged in 1478–83.

Keeping straight on we reach the shady Promenade des Platanes and the *Jardin Public* (Pl. D 2), from the right side of which may be seen some remains of the 14th cent. town rampart.

The Rue Louis-Blanc, followed by the tramway, leads from the Castillet to the Place de la Loge (Pl. C 3) in which stands the **Loge** (Span. *lonja*, exchange), or *Loge de Mer*, a Gothic structure of 1307, almost entirely rebuilt in the Renaissance style of 1540. It is now mainly occupied by the Town Hall, and is adjoined on the right by the former *Palais de Justice*, with its 15th cent. courtyard. We turn to the left by the Rue St-Jean to reach the Place Gambetta and the **Cathedral** (Pl. C 2; *St-Jean*), begun in 1324 on the site of an older church by Sancho, the son and successor of Jaime I of Majorca, but not completed until 1509.

The plain façade (1577) is preceded by a 17th cent. porch. The **Interior** is remarkable principally for the breadth of the nave vault and for the unusual construction of the W. wall, in which brick alternates with rolled pebbles.—N. SIDE. 1st chapel, 11th cent. font; 4th chap., Altarpiece of the Immaculate Conception; 5th chap., Chapelle Notre-Dame del Correch, incorporating some remains of a 10th or 11th cent. church; above the 6th chap., Organ loft of 1504;

at the entrance to the N. transept, Tomb of Bp. Louis de Montmor (d. 1695). The *High Altar* is an elaborately sculptured composition by Bartolomé Soler of Barcelona (1620). In the S. TRANSEPT are painted panels from the organ loft.

Leaving the cathedral by the S. door, which is adorned with two 14th cent. reliefs, we pass (l.) the little *Chapelle du Christ* (modernised), and reach the Rue de la Révolution. Turning here to the right and then to the left along the Rue de la Main-de-Fer, No. 8, in which is a fine old mansion of 1510, we reach the Place Rigaud (Pl. C 3), with a statue of the painter (p. 377). The Rue Emile-Zola (l.) leads hence to the **Musée** (Pl. D 3; adm. on application), which occupies the buildings (1760) of the former University.

GROUND FLOOR. 1st Room on the left, Drawings by *Natoire, Ingres, Gavarni,* etc.; 3rd Room, Prints of the earliest photographs taken by Daguerre, presented by Arago.—2nd Room on the right, *Greuze,* Young girl; *Rigaud,* BARON, the actor; *Ingres,* Duke of Orléans; **Rigaud,* Dying Christ, with two sketches, Portrait of the artist, Card. Fleury, Card. de Bouillon; *Procaccini,* St. Mary Magdalen; *Zurbaran,* *St. Francis of Assisi; *School of Raphael,* Madonna. On the FIRST FLOOR are less interesting paintings.—The LIBRARY contains a 12th cent. *Missal from the abbey of Arles-sur-Tech, and another (1492) of the guild of painters.

At the 14th cent. church of *Ste-Marie-la-Réal* (Pl. C 4) the Spanish antipope Benedict XIII (Pedro de Luna) held a council in 1408 at which he solemnly excommunicated the official pope, Gregory XII, without much effect. Within the *Arsenal* (Pl. D 4), a little to the E., are the remains of the Castle of the kings of Majorca (permission to view sometimes given on application at the arsenal), including a courtyard with a gallery of two tiers, in the uppermost of which is the charming chapel doorway in the Catalan Gothic style (13th cent.).—The church of *St-Jacques* (Pl. E 3) contains a sumptuous 15th cent. altarpiece in the chapel S. of the choir.

The tramway (p. 377) from Perpignan to (8 m.) the small bathing-resort of *Canet* passes (3 m.) *Castel-Roussillon,* a round 12th cent. tower, which, with a ruined Romanesque church, is all that remains of *Ruscino,* an Iberian and Gallo-Roman town, once the capital of the province. The *Etang de Canet* lies close to the shore a few minutes S. of Canet.

A light railway runs from Perpignan station to the fishing village of (14½ m.) *Le Barcarès,* viâ (6½ m.) *Pia* (p. 376) and (12 m.) *St-Laurent-de-la-Salanque* (3563 inhab.), the chief town of the *Salanque,* a plain recently reclaimed from the sea.—Another line connects Perpignan with (10 m.) *Thuir,* a small town noted for the manufacture of 'Byrrh,' the well-known apéritif (visitors admitted to the factory).

From Perpignan to *Bourg-Madame* viâ Villefranche-Vernet-les-Bains, see p. 435; to *Carcassonne* viâ Quillan, see p. 432; to *Prats-de-Mollo,* see p. 439.

The Canigou still dominates the landscape on the right as we leave Perpignan, and after (46 m.) *Corneilla-del-Vercol* the towers of Elne appear on the left.—48½ m. (78 km.) **Elne** (*Hôt. Batlle,* Av. de la Gare), the episcopal see of Roussillon (2930 inhab.) from 571 to 1602, was known as *Illiberis* until the 4th cent., when it was renamed *Castrum Helenæ* or *Helena* in honour of the mother of the Emperor Constantine. In the upper town stands the old cathedral of STE-EULALIE, a fortified 11th cent. church with two towers, one Romanesque, the other of the 15th century. The chapels on the S. side,

A
Carcassonne
Narbonne
R.N.9
1
LA TÊT
RIV.
Abattoirs
MARCHÉ AUX BESTIAUX
MARCHÉ AUX FOURRAGES
Marché de gros
Observatoire
PROMENADE DE LA PÉPINIÈRE
FAUBOURG NOTRE-DAME
PLACE NOTRE DAME
PLACE DE LA VICTOIRE
2
Cours de l'Observatoire
G. Clémenceau
Av. des Palmiers
Villeneuve
Boulevard
Rempart
Cours Lazare
vers la Gare R.N.116
PLACE DE CATALOGNE
Av. de la Gare
PL. DE LA BANQUE
Rue du R. de la Républ.
PL. BARDOU-JOB
Palmarium (Café)
Vauban
LA BASSE
Quai Sadi Carnot
Lazare Escarguel
PLACE CLAUDE
R. de la Barre
PRÉFECTURE
Nouveau Théâtre
Banque de France
R. Vauban
Quai
Tribunal civil
Quartier Général
R. Jueya
R. Voltaire
Puigcerda
Escargueil
Av. de Barcelone
HÔPL CIVIL
COLLÈGE DE GARÇONS
Commissariat
R. de la Passonnerie
R. des Augustins
MARCHÉ NEUF
R. des Canards
R. Ste Cather.
HÔPITAL MILITAIRE
Rue Maréchal-Foch
Lanterne
St Mathieu
R. St Mathieu
R. Duchalmes
R. Maureil
R. des Dragons
R. de la Monnaie
LA MONNAIE
4
Groupe scolaire St Martin
CASERNES
R. de la Caserne
R. du Four St François
R. des Puits des Chaînes
R. du Jugomimier
R. des Sureaux
R.N.9
CITADE
Thuir
le Boulou
A
B

12-29 Imp. Dufrénoy. Paris.

added in the 14–15th cent., contain some old paintings and a fine 14th cent. tomb. The pride of Elne, however, is its *Cloister, entered through the mairie on the left of the church. The alternate twin columns and square piers are of white marble and support capitals carved with scriptural scenes of extraordinary realism. Only the S. walk is wholly original (1175); the E. walk was rebuilt c. 1375. On the S. side are a bishop's tomb and a fine 13th cent. doorway. The belvedere on the E. side commands a fine view of the mountains and the sea.—For the railway from Elne to Prats-de-Mollo, see p. 439.

Crossing the Tech we reach (49½ m.) *Palau-del-Vidre*, with curious church furniture.

Sorède, 3½ m. S., has two churches, one (St-André) dating from 1121, the other (St-Genès-des-Fontaines) with a lintel which bears the earliest dated Romanesque carving (1020–21). The *Pic Neulous* (4124 ft.), the highest of the *Monts Albères*, may be ascended hence in 2½ hrs.

The railway now approaches the so-called *Côte Vermeille*, a rocky shore remarkable for its cacti, cork-oaks, oranges, and palm-trees, and for its luxuriant vines which descend almost to the sea.—53½ m. *Argelès-sur-Mer* (Hôt. Calt, R. 5, D. 9, pens. 15 fr.; de la Réserve, on the beach, 1½ m. E.), where we join the Route des Pyrénées (comp. p. 442), has a large church tower.—56½ m. *Collioure* (Hôt. Bougnol-Quintana, R. 6, D. 9, pens. 22 fr.), a picturesque fishing village (2929 inhab.) recalling the Italian Riviera, retains a 12th cent. castle and other fortifications of the old *Cauco Illiberis*. The 14th cent. church, with a round tower, contains a 17th cent. Spanish altarpiece. The ruined abbey of *Valbona* (1242) lies in the valley of the Ravaner, 2 hrs. S.W.—58½ m. (94 km.) **Port-Vendres** (*Hôt. du Commerce*, R. 8, D. 10, pens. 25 fr.; *Algérien*), with 2795 inhab., is famous for its magnificent harbour, the ancient *Portus Veneris*. The Quai de la Ville is the chief centre of animation, with the principal cafés. The local vintage of Cosprons is very fair.

Steamers ply from this port on Sun. to *Algiers* in c. 25 hrs. (c. 250 fr., 175 fr., 90 fr.) and on Mon. to *Oran* in c. 30 hrs. (c. 300 fr., 210 fr., 110 fr.), passing between the islands of Majorca and Minorca.

A tunnel through the Cap Béar brings us to (61½ m., 99 km.) **Banyuls-sur-Mer** (*Grand-Hôtel*, R. 10, D. 12, pens. 25 fr.; *Roussillonnais; Canal*), a small seaside resort (3120 inhab.) producing the best wine in Roussillon (rancio, grenache). It preserves a Romanesque doorway of its old church. The *Cap des Espérades*, to the S., commands a wide view. The *Col de Banyuls* (1188 ft.), on the frontier 3 hrs. S.W., was the scene of a Spanish victory over the French Revolutionary army in 1793.—65¼ m. *Cerbère* (Buffet-Hôtel; French customs), the last French station, is overlooked by Cap Cerbère which marks the frontier.—The railway pierces the Cape by a tunnel, ¾ m. long.—At (66½ m.; 107 km.) **Port-**

Bou (*Buffet; Hôt. Vilarasa;* Spanish customs), the first Spanish station, passengers change carriages for the Spanish railway, which goes on viâ Gerona to (104 m. from Port-Bou) *Barcelona*.

From the station of *Llansá*, 4½ m. S., we may ascend by a bridle-path to (1½ hr.) *San Pedro de Roda*, whose picturesque ruined abbey commands a fine view of the coast.

V. THE PYRENEES

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FROM PARIS (Gare d'Orsay) TO PAU, 510 m. (821 km.) viâ Bordeaux, Dax, and Puyoô, four through trains daily in 12¼–14¼ hrs. (252 fr. 45, 164 fr. 85, 103 fr. 85 c.), with through carriages going on twice daily to *Tarbes* and once daily to *Bagnères-de-Bigorre*. Supplementary charges: to *Pau*, wagon-lit, 138 fr. 85; couchette, 77 fr. 40.

FROM PARIS (Gare d'Orsay) TO PORT-BOU viâ Toulouse, Narbonne, and Perpignan, 605 m. (974 km.), one through train daily in 16¼ hrs. (239 fr. 50, 195 fr. 60, 123 fr. 20 c.), with through coach in the season for Villefranche-Vernet-les-Bains. Supplementary charges: to *Toulouse*, wagon-lit, 145 fr. 70; couchette, 62 fr.; to *Port-Bou*, 167 fr. 15, 92 fr. 80; to *Vernet-les-Bains*, 165 fr. 5, 92 fr. 80.

FROM PARIS (Gare de Lyon) TO PORT-BOU viâ Avignon, Cette, and Narbonne, 661 m. (1064 km.), one through train daily in 19¼ hrs. (fares as above).

FROM PARIS (Gare d'Orsay) TO LUCHON viâ Toulouse and Montréjeau, 532 m. (857 km.), one through train daily in July–Sept. in 14½ hrs. (263 fr. 55, 172 fr. 10, 108 fr. 40 c.). Supplementary charges: to *Luchon*, wagon-lit, 147 fr. 85; couchette, 77 fr. 40.

For the *Route des Pyrénées*, see p. xxviii.

The **PYRENEES,** though geologically continued by the Cantabrian mountains as far as the N.W. corner of Spain, properly include only the chain of mountains, 270 m. long, which extends from the Bidassoa, on the Atlantic coast, to the Mediterranean shore at Cap Creus. So far from being a regular mountain backbone with side-ridges of lesser importance, the real formation of the Pyrenees is a succession of parallel overlapping ridges running N.W. and S.E. across the principal watershed, so that the highest peaks, more often than not, lie to the N. and S. of the longer mountain axis. The main channels of trans-Pyrenean traffic have always been along the coast, and while Spanish influence is noticeable in the W. region between Bayonne and Bordeaux, the separatist tendencies of the Catalans have lately tended, especially since the foundation of the Félibrige (comp. p. 89), to emphasize their ancient historical connection with Roussillon and Languedoc. Until the last quarter of the 19th cent. the Pyrenees, apart from the most accessible valleys, were practically unexplored, and the very existence of their largest lake, the Lac de Rieux or Rios, above the Vallée d'Aran, was unsuspected by the outer world until 1882. In 1858 Elisée Reclus and Adolphe Joanne first attempted a systematic itinerary of the Pyrenees, and their work aroused the enthusiasm of a little circle of 'Pyrénéistes' such as Comte Henri Russell, Charles Packe, François Schrader, Béraldi, Col. Prudent, and the Comte de St-Saud. The comparatively humid European climate of the French side, resulting in erosion by water and the consequent formation of easy slopes, facilitated the exploration of that portion; but the almost rainless African climate of the Spanish side has preserved a maze of long winding chains of barren foothills which greatly hampers communication. The uniformity in height of the central Pyrenees has restricted traffic from N. to S. to a series of mule-passes; no road crosses the chain between the Col de Pourtalet above Laruns and the Col de Puymorens above Ax. Lateral communication on the Spanish side is practically non-existent. Originally forest-covered to a height of over 6500 ft., the French Pyrenees have suffered as much from disafforestation as the French Alps; but, contrary to the general impression, many fine forests exist on the Spanish side, especially in the high valleys of Aragon. Painstaking propaganda on the part of the French forestry service has at last convinced the mountain folk that the devastation of their villages by the torrents was due to the absence of trees, and reafforestation is now in a fair state of progress. With the disappearance of the trees the forest fauna vanished. Lynx and red-deer are extinct and few wolves remain. The noble ibex, or bouquetin, haunts only the crags around the Maladetta and Mont Perdu, but bears are fairly common, and the izard, or chamois, multiplied very considerably during the War and may be seen in herds of 30 or 40. The mountain flora, especially in early summer, rivals that of the Alps, and small beasts and birds of every kind are noticeably more numerous than in lowland France.

The HISTORY of the Pyrenees has been largely governed by geographical considerations. With the disintegration of Roman Aquitania small

duchies founded themselves among the foothills. In the 7th cent. the Basques from Spain crossed the mountains and established themselves in *Labourd* (the diocese of Bayonne), *Soule* (the county of Mauléon), and *Basse-Navarre*. In 820 Louis the Debonair invested Loup-Centulle, son of the duke of Gascony, with the Viscounty of **Béarn,** which was governed by princes bearing the name of Gaston or Centulle until 1134. It passed by marriage later into the hands of the families of Moncade, Foix, and Grailly, and finally, owing to the marriage of Catherine de Grailly-Foix, Queen of Navarre (see below), with Jean d'Albret (1482), passed to the throne of France in 1589. French **Navarre,** or *Basse-Navarre*, whose capital is St-Jean-Pied-de-Port, is the only one of the six 'mérindades' or bailiwicks of the ancient kingdom of Navarre that escaped the confiscation of 1512 (comp. below). The crowns of France and Navarre had been united in 1316 in the person of Louis X, son of Philippe le Bel, with Jeanne de Navarre, but Navarre soon became independent under Jeanne II, daughter of Charles IV. Her descendant Eleanor married Gaston de Foix, thus uniting Navarre with Foix and Béarn (1479), but on the marriage of Catherine, their granddaughter, to Jean d'Albret, who had fallen under the Papal ban, Spanish Navarre was confiscated by Ferdinand the Catholic (1512), so that only the small portion N. of the Pyrenees returned to the French crown on the accession of Henri of Navarre, 'le Béarnais.' Béarn and Basse-Navarre, with Labourd and Soule (comp. above), are now included in the department of the *Basses-Pyrénées* (chief town, Pau).

The central Pyrenean valleys, nominally subject to the counts of *Bigorre*, *Couserans*, and *Cominge* (themselves vassals of Guyenne), had in the early middle ages shown signs of a sturdy independence, similar to the movements of the Swiss mountaineers. As early as 1097 a document signed by Bernard II of Bigorre confirms the inhabitants of the Lavedan valley in their ancient 'fors' or customs. So we find the people of the valleys of Campan, Aure, Aran, the Quatre-Vallées, etc., ranging themselves in 'lies' or 'paxeries' with independent constitutions. Owing to the comparative narrowness of the Pyrenees and the difficulties of intercommunication the independence of most of the valley-republics did not continue, though *Andorra* (p. 431) remains as an isolated survival. The *Val d'Aran* (p. 421), though entirely on the French side of the watershed, has remained Spanish owing to an omission in the Treaty of Corbeil (1258), repeated in the Treaty of the Pyrenees (1659).

The **County of Foix,** now represented roughly by the department of the *Ariège* (chief town, Foix), was the home of one of the most illustrious families of the Pyrenees, which, by intermarriage, extended its sway over Béarn and Navarre. Among its most distinguished members were Gaston III (1331–91), called Phœbus from his golden hair, who, as Count of Bearn, defied the English in the 14th cent., and Gaston, Duke of Nemours (1489–1512), who led the victorious French army in Italy. The latter was slain at Ravenna, but his campaign was continued by his cousin Odet de Foix, Viscount of Lautrec (1485–1528), who was hated for his cruelty, and died of plague at the siege of Naples.

For the eastern districts of *Roussillon* and *Cerdagne*, see pp. 376, 438.

49. FROM BAYONNE TO PAU AND TOULOUSE

RAILWAY, 200 m. (322 km.) in 6–7½ hrs. (99 fr., 64 fr. 65, 40 fr. 75 c.); to *Pau*, 66 m. (106 km.) in 2–3½ hrs. (32 fr. 60, 21 fr. 30, 13 fr. 40 c.); to *Lourdes*, 90 m. (145 km.) in 2¾–3½ hrs. (44 fr. 60, 29 fr. 10, 18 fr. 35 c.). From Pau to *Toulouse* 134 m. (216 km.) in 4–4¾ hrs. (66 fr. 40, 43 fr. 40, 27 fr. 30 c.). Through carriages run from Bordeaux to Pau, Lourdes, and Tarbes, joining this route at Puyoô, and from Hendaye to Avignon, Marseilles, and Ventimiglia, viâ Toulouse and Cette.

ROAD. A. Viâ St-Gaudens, 194 m. (313 km.), quitting Bayonne by the Rue Maubec (Pl. D 1).—23 m. (37 km.) *Peyrehorade* (see below).—42 m. (68 km.) *Orthez* (see below).—67 m. (108 km.) **Pau** (p. 385).—91 m. (147 km.) **Tarbes** (p. 391).—102 m. (165 km.) *Tournay* (p. 391).—113½ m. (183 km.) *Lannemezan* (p. 392).—122 m. (197 km.) *Montréjeau* (p. 392).—131½ m. (212 km.) *St-Gaudens* (p. 392).—143 m. (231 km.) *St-Martory* (p. 392).—163 m. (262 km.) *Carbonne* cross-roads.—174½ m. (281 km.) *Muret* (p. 393).—194 m. (313 km.) **Toulouse** (p. 358).

B. Viâ Auch, 192 m. (309 km.). To (67 m., 108 km.) **Pau**, see above.—74 m. (119 km.) *Morlaàs* (p. 388).—92½ m. (149 km.) *Vic-en-Bigorre* (p. 342).—97 m. (157 km.) *Rabastens* (p. 391).—119 m. (192 km.) *Miélan* (p. 391).—128 m. (206 km.) *Mirande* (p. 391).—143 m. (231 km.) **Auch** (p. 356).—160 m. (258 km.) *Gimont* (p. 366).—171 m. (276 km.) *L'Isle-Jourdain* (p. 366).—192 m. (309 km.) **Toulouse** (p. 358).

The shortest road from Bayonne to Toulouse (171 m., 275 km.) avoids Pau and runs viâ Dax, Aire, and Auch, where it joins Rte. B (see above).

Leaving *Bayonne* (see p. 344) the railway crosses the Adour to ascend its right (S.) bank.—10½ m. *Urt* is the most important of several small stations. A little E. of (16 m.) *Sames-Guiche* is the bastide of *Hastingues*, named in honour of Lord Hastings, Lieutenant of Aquitaine in 1302.—19 m. *Orthevielle* has a characteristic Basque church (l.).—21 m. *Peyrehorade* (Hôt. Lesgourgues), a village near the junction of the Gave de Pau and Gave d'Oloron, with a 16th cent. ruin on the hill above it (l.), is the station for (3 m. S.E.) **Sorde**, whose **Abbey Church* (12–13th cent.; nave rebuilt) contains a remarkable mosaic from a Gallo-Roman villa on the site. The N. porch and cloister are of good Romanesque design. For the tramway from Peyrehorade to Dax, see p. 344.—The railway ascends the left bank of the Gave de Pau all the way from Peyrehorade to Lourdes. 31½ m. (51 km.) **Puyoô** (*Buffet*) is important mainly as the junction of the direct line from Paris to Pau viâ Dax (comp. p. 343).

From Puyoô to *Salies-de-Béarn* and *Mauléon*, see p. 396.

36 m. *Baigts* (pron. Batch).—41 m. (66 km.) **Orthez** (*Hôt. de la Belle-Hôtesse*, R. 8, D. 10, pens. 28 fr.), the capital of Béarn until the 15th cent., is an old town (4332 inhab.) noteworthy for its 13–14th cent. **Bridge* defended by a gate-tower, which may be seen from the railway (r.) as we approach the station. The Rue Bourg-Vieux, at the end of the bridge, is lined with old houses, of which the *Maison de Jeanne-d'Albret* (No. 39) is the best.

The *Tour Moncade* (1242; no adm.), overlooking the town, was the chief stronghold of Gaston Phœbus, count of Foix and Béarn (1331–91), who le-

here a life of crime and excess, murdering his brother and his only legitimate son, who had been falsely accused of poisoning him. He was, however, a patron of art and literature, and was visited by Froissart in 1388 when the latter was compiling his history of Gascony.—The monument to Gen. Foy, 2 m. N., marks the spot where Wellington defeated Soult in Feb. 1814 and where Foy received his fourteenth wound.

From Orthez to Aire, 50 m. (80 km.), light railway in 4¾ hrs.—12½ m. *Amou*, junction for Dax, see p. 344.—25 m. *Hagetmau*, on a branch line from St-Sever, see p. 344.—41½ m. *Eugénie-les-Bains* (Grand-Hôt. des Thermes) is a small sulphur-spa.—49 m. *Aire-Ville*; 50 m. *Aire-Midi*, see p. 342.

50 m. *Lacq* is 5 m. S. of *Arthez* (Inns), a large village commanding a fine *View of the Pyrenees.—61½ m. (99 km.) **Lescar,** said to be the ancient *Beneharnum* from which the province of Béarn is named, has a 12th cent. *Cathedral, restored in 1635, with good capitals including some modern copies by Boeswillwald, and, in the choir, a fragmentary Gallo-Roman mosaic and good Renaissance stalls. This was the burial-place of Marguerite de Valois (d. 1549) and Jeanne d'Albret (d. 1572), but no memorial marks their grave. From the cemetery behind the church the carvings of the apse may be examined. Adjoining the ruins of the brick-built *Fort de l'Esquirette* (14th cent.) is a 12th cent. gateway.

66 m. (106 km.) **PAU,** the chief town (34,186 inhab.) of the department of the Basses-Pyrénées and the capital of the old province of *Béarn*, though of no great interest in itself, is frequented both on account of its delightful and healthy climate, and for its admirable position as a centre of excursions among the Western Pyrenees. The sunniest months at Pau are December, January, and February; and the autumn is usually delightful. The spring and early summer are apt to be rainy, but at all times Pau is an ideal resort for convalescents and nervous patients.

Railway Stations. *Gare du Midi* (Pl. C 4; Buffet), connected with the town by a funicular railway (20 c.), for all services of the Chemin de Fer du Midi. *Pau-Centre* (Pl. C 2), for the light railways to Aire, Lembeye, and Pontacq. *Gare de Monein*, adjoining the Midi station.

Hotels. Gassion (Pl. a; B 3), Boul. des Pyrénées, 150 R., R. 15, B. 4, L. 16, D. 18, pens. 35 fr., finely situated, de France (Pl. b; C 4), Boul. des Pyrénées, 150 R., R. 35, B. 4, L. 15, D. 16, pens. 65 fr., two hotels of the highest class. Grand-Hôtel (Pl. c; C 1), 4 Rue O'Quin, N. of the town, R. 15, B. 3½, L. or D. 14, pens. 40 fr.; du Palais et Beauséjour (Pl. f; C 4), Boul. des Pyrénées, 100 R., R. 10, B. 3, L. 12, D. 14, pens. 35 fr.; Continental (Pl. g; C 3), Rue Maréchal-Foch, d'Albret, Rue Gassion (Pl. B 3), R. 12–14, L. or D. 12, pens. 35 fr.

Less expensive. De la Paix (Pl. d; B 3), Place Royale, de la Poste (Pl. h; B 3), Place Grammont, R. 12, B. 3 L. 10, D. 12, pens. 30 fr.; Bristol (Pl. i; C 3), Rue Gambetta, R. 10, L. 10, D. 12, pens. 26 fr.; Régina, Rue Gassion (Pl. B 3), R. 12, L. 9, D. 10, pens. 28 fr.; du Commerce (Pl. j; C 3), de l'Europe et Moderne (Pl. k; C 3), Rue Notre-Dame, Henri IV (Pl. l; C 3), des Pyrénées (Pl. m; C 3), in or near the Place Clemenceau, R. 8, L. or D. 9, pens. 25 fr.—Simple. De la Pomme d'Or, Rue Maréchal-Foch; de Bayonne, Rue d'Etigny (Pl. A 3), R. 6, D. 7, pens. 18 fr.

Hôtels Meublés. *Bellevue, Splendide*, both Boul. des Pyrénées, with furnished apartments to let.

Pensions. *Colbert* (Pl. B 1), 43 Rue Montpensier; *Hattersley* (Villa Mirador), 17 Rue de Liége (Pl. B 1), closed in July–Aug., 25 fr.; *Le Hameau*,

Route de Morlaàs, for convalescents, 40 fr.; *Pavillon Van Dyck* (Pl. D 4), Rue de Bizanos, 38 fr.

Restaurants. *Palais d'Hiver* (Pl. D 4); *Bernis* (Hôt. de la Paix), 9 Place Royale; *Suberbie*, Place de la République; at the *Hôtels Henri-IV, Continental*, and *Europe*; **Lesquerré*, Place du Junquet at Jurançon (p. 388), for traditional Béarnais dishes (garbure, confit d'oie, etc.), which should be ordered in advance; *Le Loisir*, Rue Adoue (Pl. B 3), for English lunches (Oct.–June).—Cafés in the Place Royale and the Rue du Maréchal-Joffre.

Tea Rooms, at the *Hôt. Gassion* (Oct.–May); *Royalty*, Rue Serviez; *Herré-Camy*, Rue St-Louis; *Bouzom*, Rue Henri-IV; etc.

Post Office (Pl. C 3), Rue Gambetta.—Syndicat d'Initiative (Pl. C 3) in the Hôtel de Ville, 3 Rue St-Louis.

Conveyances. Taxicabs, 2 fr. on hiring, then 20 c. per 160 metres; 1 fr. extra between midnight and 7 a.m.—Horse Cabs. Per drive of 1½ km. from the Place Clemenceau, one horse, 2 fr. 25, two horses, 3 fr.; per drive of 3 km., 3 fr., 3½ fr.; per hr. 5 fr., 5½ fr.; beyond the 3 km. limit, 7 fr., 8 fr. Higher charges at night. Trunk, 50 c. up to 30 kg.

Electric Tramways (25 c. per section) from the Place Clemenceau to the *Station*; to the *Croix-du-Prince* (Jurançon, beyond Pl. A 4); to the *Boul. Guillemin* (Route de Tarbes beyond Pl. E 2); and to the Route de Bordeaux (beyond Pl. B 1).—*Funicular Railway* from the station to the Place Royale (20 c.).

British Consul. *H. Hewetson*, 3 Rue Henri-IV (10–12).—English Club (Pl. C 3), Place Royale.—English Library, Halle Neuve (1st floor), Place Clemenceau (daily 10–12 in Oct.–July).

English Churches. *Holy Trinity* (Pl. B–C 1), Rue de l'Edit-de-Nantes, services on Sun. at 8.30, 10.30, and 3.15, on Wed. at 10.30 (Rev. Canon Wade); *St. Andrew* (Pl. C 1), Rue O'Quin, services on Sun. at 8.15, 10.30, and 6 (Rev. R. Pring).—Scottish U.F. Church (Pl. B–C 2), Rue O'Quin, service on Sun. at 10.30 (Rev. Dr. A. F. Buscarlet).

Amusements. *Palais d'Hiver* (Pl. D 4), with café-restaurant, gambling-room, concerts, etc.; *Théâtre Municipal*, Place Royale.—*Race Meetings* in winter at Pont-Long on the Rue de Bordeaux. *Pelote Basque* and *Rugby Football* at the Croix-du-Prince (tram-way, see above).—*Tennis Courts* at the Jeu de Paume in the Jardin Public, and in the Parc de la Gare.—*Golf Course* (18 holes) at Billère, at the W. end of the Parc National (beyond Pl. A 3).

History. The name of Pau seems to have been derived from a Roman settlement called *Castellum Palli*, and not from the three stakes or 'pals' (Béarnais, *s'paou*) which figure in the city arms. The town sprang up round an 11th cent. castle, rebuilt by Gaston Phœbus in 1373–89, and after the 15th cent. became the usual residence of the sovereigns of Béarn. The advent in 1527 of Marguerite de Valois, the young wife of Henri d'Albret, lord of Béarn, was the beginning of the golden age of Pau, for in her train came Italian artists and French poets and historians, nor was asylum refused to the leading spirits of the French Reformation, Jean Calvin and Clément Marot, whose teachings were eagerly studied by the queen, though she never renounced the Roman faith. Jeanne d'Albret (1528–72), her daughter, established the Protestant creed by force throughout her dominions in 1562–69, but her ultimate success, achieved with English aid, was sullied by the treacherous massacre of her Catholic prisoners after a banquet in the castle. Her son, Henri of Navarre, born at Pau in 1553, became king of France in 1589 and appointed his sister Catherine as governor of Béarn, but his successors ruled through intendants general and the importance of Pau declined. The discovery of the excellent qualities of the winter climate of Pau in 1816 led to a great influx of English visitors, and it is on their presence that the present prosperity of the town mainly depends.—Besides Henri IV and his mother the most distinguished natives of Pau are the marshals Jean de Gassion (1609–47), the military tutor of Gustavus Adolphus, and Charles Bernadotte (1764–1844), afterwards Charles XIV of Sweden and founder of the present Swedish dynasty.

The Place Royale (Pl. B 3, 4), connected with the station by a funicular railway, is the tourist centre of Pau. A statue of Henri IV ("nouste Henric"), by Raggi, stands in

the centre, and in either direction, following the crest of the hill which falls steeply away to the rushing waters of the Gave de Pau, extends the Boulevard des Pyrénées (Pl. B 3–C 4), commanding a magnificent *View of the Pyrenees. "The land-view at Pau," writes Lamartine, "is, like the sea-view at Naples, the finest in the world."

The names of the peaks visible are indicated by direction-lines on the balustrade and by a view-indicator on one of the pillars. The highest mountain in sight is the Pique-Longue du Vignemale (10,821 ft.; S.E., above the church of Gelos); the double peak of the Pic du Midi d'Ossau (Grand Pic, 9466 ft.) rises conspicuously at the head of the Ossau valley, due S.; and away to the left, above the steeples of Mazères and Uzos, stands the steep mass of the Bigorre mountains (Pic du Midi de Bigorre, 9440 ft.).

Following the boulevard to the right (W) we pass the modern church of *St-Martin* (Pl. B 3) and the old *Palais du Parlement de Navarre*, which incorporates the old tower of St-Martin, and reach the **Castle** (Pl. B 3), the principal building of Pau. Adm. 1 fr., 10–4 or 5.

Practically nothing of the original building of Gaston Phœbus (1373–89) remains except the massive keep at the S.E. corner. The N.E. tower, or *Tour de Montauzet* (i.e. Monte-Oiseau, so called because the ladders by which it was entered could be removed in case of siege), was rebuilt in the 16th cent.; the rest of the exterior is a 19th cent. reconstruction undertaken by Louis-Philippe and Napoleon III. The Renaissance ornament of the courtyard is due to the Italian craftsmen of Marguerite de Valois (comp. p. 386).

Visitors are conducted in parties through the **Royal Apartments** (entrance at the farther end of the court). Ground Floor. The principal object of interest is the series of Flemish and Gobelins *Tapestries depicting hunting scenes and the labours of the months. In the *Grande Salle à Manger* is a statue of Henri IV, by Francheville.—First Floor. The *Grand Salon de Réception* was the scene of the massacre of the captive Catholic leaders (p. 386) by order of Gabriel Montgomery, general of Jeanne d'Albret. In the same room is the continuation of the series of Gobelins tapestries of the months, and a bronze portrait-bust of Henri IV (1607). *Chambre des Souverains:* Gothic chest from Jerusalem (15th cent.), the oldest piece of furniture in the castle.—On the Second Floor is the suite of rooms used by Abd-el-Kader, emir of Algiers, during his internment at Pau in 1848–49. Adjoining is the *Chambre de Henri IV*, almost certainly the room in which Henri was born on Dec. 14th, 1553, containing the king's cradle, made of a single tortoise-shell; an equestrian bas-relief of Henri IV attributed to Germain Pilon; an elaborately carved bedstead (temp. Louis XII) from the Château de Richelieu, adorned with 73 medallions of the kings of France and Navarre, Brussels tapestries, etc.

Next door to the entrance to the Royal Apartments is the **Musée Régional Béarnais** (adm. 50 c., 10–12 and 1.30–4 or 5), a small collection of local cooking-utensils and furniture, including Louis XIV's bed from St-Jean-de-Luz (comp. p. 350).—Before leaving the castle it is worth while to pass through the archway on the S. side in order to examine the rich sculptures of the garden-front and the old *Tour de la Monnaie*, where the coin of Béarn was minted from 1524 to the Revolution. The statue of Gaston Phœbus, at the W. end, is by Triqueti.

The *Basse-Plante* and *Parc National* (Pl. A 3), W. of the castle, are notable for their fine old oaks and beeches, many of which have survived from the original plantation in the 15th century.

At the other end of the town is the **Musée** (Pl. D 3; adm. free Sun. and Thurs., 1–4 or 5; other days on application), containing a few interesting paintings.

First Floor. On the left (Galerie Emile-Noulibos): *Zurbaran*, Mitred abbot, Drunkenness of Noah; *Teniers*, Landscape and animals; *Rubens*, Thetis praying Vulcan to make arms for Achilles, Death of Hector; *Murillo* (?), St. Anne and the Virgin. In the centre, Antique marble bust of Lucius Verus.—

On the right (Galerie Charles-le-Cœur): Room I. *Deveria*, Birth of Henri IV; *Fantin-Latour*, The poet's dream; *Ribot*, Good Samaritan; *Degas*, *Cotton office at New Orleans; *Carrière*, Mother and child; *Colin*, Entrance to the bay of Pasajes (p. 352); *Fantin-Latour*, Dances.—R. II. *Deveria*, Columbus at the court of Ferdinand and Isabella; *Rafaelli*, Village scene. In the centre, *Henner*, Young girl; *Boudin*, View of Antwerp.—R. III. *Laparra*, Spanish peasant; *J. P. Laurens*, 14th cent. lawyer; *Daubigny*, Marine; *Ricci*, First communion; *Boutet de Monvel*, Charity school.

The only other building of historical interest in Pau is the *Maison Balagué* (No. 5 Rue Bernadotte, Pl. B 2), where Bernadotte (p. 386) was born in 1764. The *Jardin Public* (Pl. D 3, 4), surrounding the Palais d'Hiver, affords some pleasant promenades.

The immediate environs of Pau offer opportunities for pleasant walks, perhaps the most popular of which (2½ hrs. in all) is that to **Jurançon** (2840 inhab.; tramway to the Croix-du-Prince), the suburb of Pau on the opposite bank of the Gave. It is noted for its wine, the best in the Pyrenees, with which the lips of the new-born Henri of Navarre were moistened to instil into him the true spirit of his native Béarn. Beyond Jurançon we may go on (l.) to the château of *Guiraudet* or *Perpigna*, with fine gardens to which visitors are admitted, and descend thence N.E. to the Route de Gan, 1¼ m. S. of Pau.—Another pleasant excursion leads S.W. (l.) from the Croix-du-Prince (see above) to the stud-farm of *Gélos*, 1½ m. from Pau, and viâ the valley of the Soust to (5 m.) the *Château de Tout-y-Croît*.—*Lescar* (p. 385) and *Morlaàs* (see below) are likewise within easy reach of Pau by road.

Tramways run from Pau viâ *Jurançon* (see above) to (17 m. W.) *Monein* (Hôt. Barrère), whose 15th cent. church, with its 16th cent. belfry-keep, is the finest Gothic building in the district; to (17 m. S.E.) *Pontacq*, the birthplace of Gen. Barbanègre (1772–1830), the defender of Huningue in 1815, where there is a 14th cent. church; and to (29 m. N.E.) *Lembeye* (comp. below), which has an interesting 15th cent. church.

From Pau (Centre) to Aire, 43 m. (69 km.), tramway in 4 hrs.—8½ m. **Morlaàs** (*Hôt. de France*), the capital of Béarn until the 12th cent., is now a mere village of one long street and barely 1000 inhabitants. The church of **Ste-Foy*, founded in 1089, was in great part ruined by Jeanne d'Albret during her crusade of reform (comp. p. 386), but the apse and the narthex, with its portal richly sculptured in the Byzantine manner, are mainly original.—At (14 m.) *St-Laurent-Bretagne* we diverge from the line to Lembeye (see above).—20 m. *Sévignacq* has a Romanesque church-door.—28½ m. *Garlin* is a bastide founded in 1305.—43 m. *Aire-sur-l'Adour*, see p. 342.

From Pau to *Laruns* (Eaux-Bonnes), see p. 398; to *Oloron* and *Bedous*, see p. 397; to *Dax* (Bordeaux), see p. 343.

The first station of importance beyond Pau is (76½ m.) *Coarraze-Nay*, serving *Coarraze* (l.) with the château where Henri IV was brought up 'à la paysanne,' and *Nay* (2697 inhab.; Hôt. de France), pronounced 'Naï,' a regularly-built town on the Gave, 1½ m. S.E., with a 15th cent. church and the Renaissance Maison de Jeanne-d'Albret.—81 m. *Montaut-Bétharram* is the station for (¼ hr. S.E.; autocars from Lourdes) the pilgrimage church of *Notre-Dame-de-Bétharram* (Hôt. de France), rebuilt in the 17th cent. to replace an older building destroyed in the Wars of Religion.

About 2 m. farther on are the *Grottes de Bétharram* (adm. 7 fr. for one person incl. guide; lower charges for a party; autocar from Lourdes, see p. 389), a series of stalactite caverns through which flows a subterranean stream.

At (83¼ m.) *St-Pé* the 17th cent. abbey preserves some attractive remains of a Romanesque church founded in 1089 by Sancho William, Duke of Gascony. A little-used

D'après le plan édité par la Librairie **Ribaut**, 6, Rue St Louis, à Pau.

12-29 Imp. Dufrénoy, Paris.

track leads hence to (7½ hrs. S.) Argelès (p. 402) viâ the *Col d'Andorre* (4823 ft.).—Beyond St-Pé the view on the right, at first blocked by the Soum d'Exh, suddenly opens out, revealing Lourdes with its basilica and its castle-rock.

90 m. (145 km.) **LOURDES** (*Buffet*), the most renowned pilgrim resort in the Catholic world, is a town of 7823 inhab. standing on both banks of the Gave de Pau within easy reach of some of the finest country in the Pyrenees. The old town, on the E. bank, huddled beneath its grim fortress, the 'key of Lavedan,' faces the modern religious settlement, which ascends towards the lofty spire of the basilica. The marble and slate quarries of Lourdes provide building material for many miles round.

Hotels (crowded during the chief pilgrimages, comp. below). MODERNE (Pl. b; B 2), Rue de la Grotte, 200 R., R. 20, B. 4, L. 18, D. 20 fr.; DES AMBASSADEURS ET EXCELSIOR (Pl. e; C 1), 60 Boul. de la Grotte, 150 R., R. 15, L. or D. 12, pens. 40 fr.; DE LA CHAPELLE ET DU PARC (Pl. l; C 2), 154 Rue de la Grotte, 150 R., R. 15, L. 14, D. 15, pens. 35 fr.; GRAND-HÔT. HEINS (Pl. f; C 2), 144 Rue de la Grotte, JEANNE-D'ARC (Pl. c; C 2), Av. Peyramale, R. 12–14, L. 12, D. 14, pens. 35 fr.; LONDRES ET GALLIA (Pl. i; C 1), 79 Boul. de la Grotte, DE LA BASILIQUE (Pl. g; B 2), 158 Rue de la Grotte, R., L., or D. 12, pens. 32 fr.; TERMINUS (Pl. n; E 1), BEAUSÉJOUR (Pl. o; E 1), at the station, R. 8, L. 10, D. 10–12, pens. 30 fr.; DE LA GROTTE (Pl. j; C 2), 68 Rue de la Grotte, with garden, R. 10, L. 12, D. 14, pens. 30 fr.; PANORAMIC, near the station, R. 11, L., or D. 11, pens. 35 fr.; BELGE ET DE MADRID (Pl. y; C 1), 60 Boul. de la Grotte, R. 10, L. 9, D. 10, pens. 28 fr.; DE L'ERMITAGE (Pl. t; B 2), MOURA (Pl. p; D 2), DE L'UNIVERS (Pl. v; D 1), BELLEVUE (Pl. z; D 2) and many others, R. 8, L. or D. 9, pens. 25–28 fr.

Pensions. *Chalet Marguerite*, Rue Paradis; *Villa Béthanie* (Pl. C 1), Chemin de la Ribère, pens. 30 fr.; *Villa Espérance*, *Chalet Massabielle*, Av. Peyramale, pens. 25 fr., and many others.

Post Office (Pl. D 2 Chaussée Maransin.—SYNDICAT D'INITIATIVE, opposite the Post Office.

Electric Tramways (35 c. in summer, 25 c. in winter; transfer, 50 c., 40 c.) from the station to the Basilica and from the Place Foch to the Pic du Jer funicular railway.—FUNICULAR RAILWAY up the Pic du Jer, see p. 390.—CABS, per drive in the town, 3 fr. for one pers.; each extra pers. 1 fr.; from 9 p.m. to 6 a.m., 2 fr. extra; per hr. 6–8 fr.; luggage 75 c. per article.—AUTOCARS run in summer to the *Grottes du Loup* and *du Roy* (p. 390); to *Bétharram* (p. 389; 17 fr. with adm. to caves); to *Cauterets* and *Gavarnie* (from 25 fr.); etc.

History. Until the 17th cent. the history of Lourdes was the history of its castle, which was an English stronghold from 1360 to 1406. On Feb. 11th, 1858, a young shepherdess, Bernadette Soubirous (1844–79), declared that the Virgin had appeared to her in the Grotte de Massabielle, on the bank of the Gave, a vision which was subsequently repeated. The diocesan and, later, the papal authorities having accepted the authenticity of the miracle, a feast day was appointed on the anniversary of the first apparition, and pilgrims from all over the Catholic world now flock to the shrine, to the number of 600,000 yearly, while a long record of miraculous cures attests the properties of the waters of Lourdes. The principal pilgrimages are on Feb. 11th, March 25th (Annunciation), Aug. 18–25th ('pèlerinage national'), first Sun. in Oct. (Feast of the Rosary), and Dec. 8th (Immaculate Conception), when the ceremonial processions, both by daylight and torchlight, are attended by huge crowds.

The basilica and the grotto are approached from the old town by the *Esplanade des Processions*, which extends from the Breton Calvary, a crucifix 40 ft. high in Brittany granite

(1900), to the colossal statue of the Virgin, which is lit up by electricity on great occasions. In front towers the basilica, preceded by two curved approaches rising on arches on either side of the Church of the Rosary (see below). Passing beneath the right-hand approach we reach the MIRACULOUS GROTTO (Pl. B 1), or *Grotte de Massabielle*, the scene of the Virgin's apparition, whose walls are covered with the crutches of miraculously healed pilgrims and with ex-votos of every sort. Adjoining it is the fountain whose waters are drunk and bathed in by the pilgrims.

The CHURCH OF THE ROSARY (1889; Pl. B 1), in front of the basilica and below it, is richly decorated in a Byzantine style. Two flights of steps ascend to the sloping approaches which afford entrance to the *Crypt* of the basilica. Higher still is the **Basilica** (Pl. A, B 1) itself, a church built in the 12th cent style by Hippolyte Durand (1868–76), lavishly adorned with banners and ex-votos of every imaginable sort.

On the right, as we leave the basilica, a *Chemin de Croix* ascends the wooded Mont du Calvaire (view), beyond which we may descend past the *Grottes des Espélugues* (Pl. A 2) to the Route de la Forêt behind the church.

On the other side of the Gave rises the **Castle** (Pl. D 2; adm. 1 fr., entrance in the Rue du Port), a building mainly of the 17–18th cent. retaining, however, the 14th cent. keep and one tower, the *Tour de Garnabie*, of the mediæval ramparts. It now contains a *MUSÉE PYRÉNÉEN, with many rooms numbered in sequence, admirably fitted up to illustrate the domestic life of the people of the Pyrenees from the Pays Basque to Roussillon. Other rooms contain geological collections from the Pyrenees; collections illustrating the religious history of Lourdes; paintings and sculptures of Pyrenean subjects; souvenirs of famous guides and mountain-climbers; and original drawings by Sulpice-Guillaume Chevalier (1804–66), who took his well-known pseudonym of 'Gavarni' from a Pyrenean valley.

The parish church of the *Sacré-Cœur* (Pl. E 2), begun in 1876, is not yet completed.—The birthplace of Bernadette Soubirous (Pl. D 1; visitors admitted) is in a turning off the Boulevard de la Grotte.

The **Pic du Jer** (3117 ft.), S. of Lourdes, is reached by tramway from the Place Foch (Pl. D 2, 3) and by funicular railway from the tramway terminus to the summit (5 fr. return), which commands a splendid view.—Other short excursions (autocars) may be made to the not very interesting caverns of the *Grottes Du Loup* (adm. 3 fr.) and *Grottes du Roy* (fare with adm., 5 fr.), E. of the basilica; to the *Lac de Lourdes*, on the Route de Pau; to *Bétharram* (p. 389); etc.

The best ascents in the vicinity are those of the *Soum d'Exh* (3000 ft.; 2½ hrs. S.W.) and the *Rocher d'Alian* (3585 ft.; 4 hrs. S.).

FROM LOURDES TO BAGNÈRES-DE BIGORRE, 12½ m. (20 km.), electric tramway from the Place Peyramale (Pl. D 2) in 1½ hr. (9 fr. 90, 3 fr. 95 c.), via Loucrup and Montgaillard (p. 412).

From Lourdes to *Cauterets* and *Luz*, see p. 402.

At Lourdes the railway quits the Gave de Pau and turns N., passing (96 m.) *Ossun*, with its ruined castle.

12-29 Imp. Dufrénoy, Paris.

d'après le plan de Mr Médebielle

102½ m. (165 km.) **TARBES** (*Buffet*), the capital (26,374 inhab.) of the department of the Hautes-Pyrénées and the see of a bishop, is a dull town pleasantly situated on the left bank of the Adour. Its prosperity is derived principally from the important arsenal.

Hotels. Moderne, Place de Verdun, R. 12, L. or D. 12, pens. 30 fr.; Royal-Hôt. Henri IV, Av. Barrère, R. 8, L. or D. 10, pens. 24 fr., near the station; Darnau et du Commerce, Place de Verdun, R. 8, L. or D. 9, pens. 22 fr.; Terminus, R. 7, D. 8 fr.; Family, R. 7 fr., meublé; de la Gare, R. 5, D. 8 fr., all near the station.

Restaurants. *Lamarque*, Av. de la Marne; *Latour*, Place Marcadieu.

Post Office, Place de la République. —Information at 4 Place de la République and at the Banque Prada.

History. Tarbes, the capital of the county of Bigorre, was occupied by the English in 1360–1406. It suffered severely at the hands of Montgomery during the Wars of Religion (1569), and was overrun by the Leaguers in 1592. It is the birthplace of Bertrand Barrère (1755–1841), the bloodthirsty revolutionary, whose life, says Macaulay, "was unredeemed by a single virtue"; of Théophile Gautier (1811–72), the poet and leader of the Romantic School; and of Marshal Foch (1851).

The **Cathedral** of Tarbes, known also as *La Sède* (from the Latin sedes) is an ungraceful building of brick, stone, and rolled pebbles, with a Romanesque apse and a Gothic cupola over the crossing. A little to the S. is the *Haras*, or stud-farm (visitors admitted), at which some of the finest horses in France are bred. In the N. part of the town, near the station, is the beautiful ***Jardin Massey**, which encloses a 15th cent. cloister from St-Sever-de-Rustan (see below), and the Musée (adm. free on Sun. and Thurs. 1–4 or 5, at other times on application), a not very remarkable collection of painting and sculpture, with a few antiquities. The Tour Massey, above the musée, commands a splendid *View of the Pyrenees and the hills of Armagnac.

In the Place Marcadieu are the grain-market, the 15th cent. church of *Ste-Thérèse*, and the Fontaine des Quatre-Vallées, an allegory of the four valleys of Bigorre watered by the Gave de Pau, the Adour, the Arros, and the Neste.

From Tarbes to Auch (Agen), 48½ m. (78 km.), railway in 2½ hrs. (24 fr., 15 fr. 65, 9 fr. 85 c.).—To (8 m.) *Vic-en-Bigorre*, see p. 342. Beyond Vic we cross the Adour and reach (12½ m.) *Rabastens-de-Bigorre*, at the junction of the river Estreux with a canal said to have been dug by Alaric II.—15½ m. *Villecomtal-sur-Arros* is 4½ m. N. of *St-Sever-de-Rustan*, once famous for its Benedictine abbey (comp. above).—21 m. *Miélan* occupies the ridge between the Bouès and Osse valleys.—31 m. (50 km.) **Mirande** (2015 inhab.; *Hôt. Métropole*, R. 8, L. or D. 10, pens. 28 fr.; *de France*), founded in 1285 on the left bank of the Grande-Baïse, has a strange 15th cent. church tower, whose lower story forms a porch over the street.—35½ m. *L'Isle-de-Noé* stands at the confluence of the Grande and Petite-Baïse.—48½ m. (78 km.) *Auch* and thence to *Agen*, see p. 356.

From Tarbes to *Bagnères-de-Bigorre*, see p. 412.

Quitting Tarbes, the railway passes between the arsenal and the Jardin Massey and crosses the Adour.—Beyond (113½ m.) *Tournay* we ascend to the Plateau de Lannemezan, a wind-swept upland in which many tributaries of the Garonne take their source.—121 m. *Capvern*.

Motor omnibuses run hence to (2¾ m. W.) **Capvern-les-Bains** (*Grand-Hôtel*, R. 18, L. 15, D. 16, pens. 35 fr.; *Beau Séjour, Richelieu*, R. 10, L. 12, D. 14, pens. 25–28 fr.; *de Paris*, R. 12, L. or D. 10, pens. 22 fr.; *du Parc*, R. 8, L. or D. 9, pens. 25 fr.; *des Thermes; Moderne; Pens. Les Palmiers, Villa Victoria, Villa Mélanie*, from 20 fr., etc.), a small spa frequented from May to October, with warm springs (70–75° Fahr.) efficacious in liver and kidney troubles. It is connected by motor omnibus (5 fr.) with (14 m.) Bagnères-de-Bigorre *viâ* (2 m.) the fine 14th cent. castle of *Mauvezin* (adm. 1 fr.) and (6 m.) the 12th cent. abbey of *Escaledieu*.

125 m. (201 km.) **Lannemezan** (1854 inhab.; *Hôt. de la Gare; du Grand-Soleil*) is the junction for Arreau-Cadéac (p. 416).—On the right of (128 m.) *Cantaous-Tuzaguet* rises the ruined castle of *Montoussé* (2200 ft.).—133½ m. *Aventignan* is the nearest station to (3½ m. S.E.) the *Grotte de Gargas*, a fine stalactite cavern. We cross the Garonne.—135½ m. (218 km.) **Montréjeau-Gourdan-Polignan** (*Buffet-Hôtel*, R. 8, D. 8½ fr.) is important as the junction for St-Bertrand and Luchon (p. 417). *Montréjeau* (2250 inhab.; Hôt. du Parc; Leclerc et du Grand-Soleil, R. 8, D. 10, pens. 25 fr.), on the left of the railway, stands at the confluence of the Neste with the Garonne, and commands a fine view of the Pyrenees. —139 m. *Martres-de-Rivière* is 1 m. N.W. of the little spa of *Labarthe-Rivière* (Villa des Convènes).—143½ m. (231 km.) **St-Gaudens** (*Hôt. Ferrière et de France*, R. 7, D. 10, pens. 22 fr.; *Central*, R. 5, D. 8, pens. 20 fr.), the ancient capital (4729 inhab.) of the *Nébouzan*, was the birthplace of St. Raymond (1090–1163), founder of the Spanish military order of Calatrava. The 11–12th cent. *Church*, mutilated by Montgomery (p. 387) in 1569, has a Romanesque tower and chapter-house (now the sacristy), and a fine Flamboyant portal. The capitals are adorned with scriptural scenes.

A light railway runs from St-Gaudens to (13 m. S.) *Aspet-Sarradère*, passing (5½ m.) *Pointis-Inard* and (8½ m.) *Lespiteau-Encausse*. The small spa of *Ganties* (Hôt. des Thermes) lies 1½ m. S. of Pointis, and the rather more important establishment of *Encausse-les-Thermes* (Hôt. de Paris et des Thermes, R. 6, D. 7½, pens. 22 fr.) is 1½ m. W. of Lespiteau. From *Aspet* (Hôt. St-Jean; Carrère) a road, ascending the upper valley of the Ger, leads to (4½ m.) *Juzet-d'Isaut* (p. 423), on the Route des Pyrénées.

On the right of the line at (150 m.) *Labarthe-Inard* appear the striking ruins of the Château de Montespan (13–16th cent.).—155 m. *St-Martory* has a 16th cent. church with a Romanesque door. The 12th cent. ruin of Roquefort is well seen on the right as we approach (159 m., 256 km.) **Boussens** (*Hôt. Picard*, R. 5, D. 8, pens. 15 fr., *Feuillerat*, both near the station), the junction for St-Girons and Foix (p. 424). The village church has a bell-gable in the Toulouse style.

A motor omnibus (3 fr. 60 c.) runs from the station to (6 m. W.) *Aurignac*, whose church occupies the 15th cent. chapel of a ruined castle. *Boussan* (Hôt. Thonnes), 2 m. farther, is a small anti-rheumatic spa.

At (161½ m.) *Martres-Tolosane* (Hôt. Samouilhan) a great number of Roman antiquities, now at the Toulouse museum (p. 363), were unearthed in 1897–98, and part of a large

Roman villa has been left exposed. The octagonal steeple (13th cent.) is a fine example of the local style. The motor omnibus (2 fr. 60 c.) to (8 m.) Aurignac (see p. 392) passes near (5 m.) *Alan*, where there is a fine castle (13–14th cent.) of the bishops of Cominge.—165 m. *Cazères* (2107 inhab.; Hôt. Laffont) has a 14th cent. church.—174 m. *Carbonne* (Hôt. Peyrègne).

From Carbonne to Le Mas d'Azil, 22½ m. (36 km.), light railway in 1¾–2 hrs. (4 fr. 75, 3 fr. 50 c.).—3¾ m. **Rieux** (*Hôt. Darbas*) has several interesting old buildings, including the former *Cathedral* (1440), sadly mutilated in the 16th and 18th cent., but retaining its original brick tower; the *Bishops' Palace* (16–18th cent.), now a convent-school; and a 17th cent. *Bridge* across the Arize.—8 m. *Montesquieu-Volvestre* has a quaint fortified church of the 14th cent., and a 16th cent. market-hall, and there is another good church (12th and 16th cent.) at (13½ m.) *Daumazan*.—After joining the line from Muret (see below) at (18½ m.) *Sabarat*, we enter the gorge by which the Arize cuts through the chain of *Plantaurel*, known also as the *Petites-Pyrénées*.—22½ m. (36 km.) **Le Mas-d'Azil** (870 inhab.; *Hôt. Gardel*, R. 6, L. or D. 15, pens. 16 fr.; *Savignac; des Gourmets;* omnibuses to Ségalas and Pamiers, pp. 426, 427), a 13th cent. bastide known for its devotion to the Protestant cause, is celebrated for its *Cavern (½ m. S.) which is traversed by the road and the river Arize. Visitors who wish to explore the side-caverns should apply at the roadmender's house at the entrance, where the keys and the necessary torches may be obtained. The inn at the upper end sells Bengal lights, photographs, etc. In this cave was discovered the famous horse's head now in the Toulouse museum of archæology (p. 366), the finest known example of prehistoric sculpture.

187 m. (301 km.) **Muret** (*Hôt. Pigot*, R. 6, D. 8½, pens. 24 fr.), the old capital (1876 inhab.) of the county of *Cominge* (comp. p. 383), at the confluence of the Louge and the Garonne, was the birthplace of Marshal Niel (1782–1869) and of the operatic composer Nicolas Dalayrac (1753–1809). The 14th cent. church, with a 17th cent. steeple, contains a Greek cross captured at the storming of Bomarsund (Aland Islands), during the Crimean War (1854).

A monument 4 m. N.W. marks the spot where Peter II of Aragon was defeated and slain by Simon de Montfort in 1213.—Tramway from Muret to *Toulouse* and to *Sabarat*, see p. 367.

At (192½ m.) *Portet-St-Simon*, where the Ariège meets the Garonne, we join the line from Foix.—197 m. *Toulouse-St-Agne*.—200 m. (322 km.) **Toulouse** (Gare Matabiau), see Rte. 46.

50. THE WESTERN PYRENEES

A. From Bayonne to St-Jean-Pied-de-Port

Railway, 32¼ m. (52 km.) in 1½–2 hrs. (16 fr., 10 fr. 45, 6 fr. 60 c.); to *Cambo-les-Bains*, 12 m. (19 km.) in ¾ hr. (5 fr. 85, 3 fr. 80, 2 fr. 40 c.).—The Road (33 m.), ascending the left bank of the Nive, leaves Bayonne by the Allées de Paulmy (Pl. A 3) and Marrac.

The railway ascends the right bank of the Nive, passing (6 m.) *Villefranque*.—8 m. *Ustaritz*, the former secular capital of Labourd (p. 383), is a favourite residence of 'Américains,' Basque emigrants who have returned with a fortune from

South America. Passing the *Villa Arnaga* (r.), long the residence of Edmond Rostand (1868–1918), on a headland above the river, we reach (12 m., 19 km.) **Cambo-les-Bains** (*Hôt. d'Assantza; de l'Oasis*, R. 20, L. 20, D. 22; *Moderne*, R. 15, L. or D. 12, pens. 30 fr.; *Colbert*, at Bas-Cambo; *Pens. Cyrano*, 28 fr.; *Bellevue*, 25 fr.; *Bon-Air, St-Laurent, St-Elisabeth*, etc., 20–22 fr.), a climatic and thermal resort, divided into *Haut-Cambo*, with the old village and most of the hotels, and *Bas-Cambo* with the bathing establishment.

Excursions may be made by road to (2½ m.) the Pas de Roland (see below) or to (6 m. N.E.) *Hasparren*, important as a cattle-market. For the Route des Pyrénées, see p. 395.

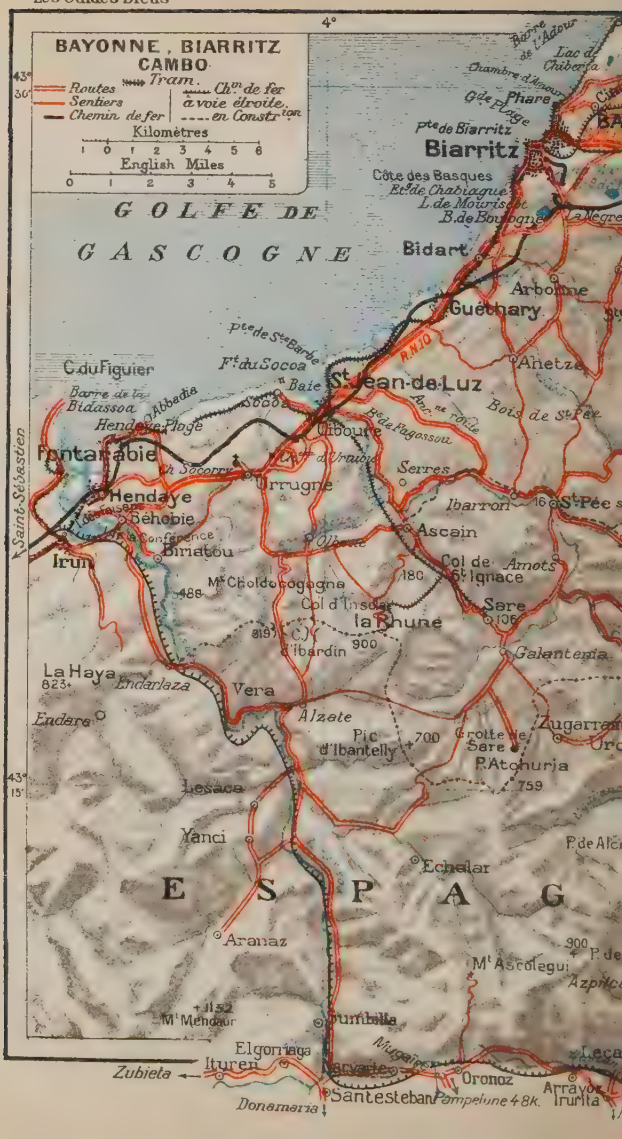
13 m. *Cambo-les-Thermes*, a ' halt ' adjoining the Etablissement.—15½ m. *Itxassou*, an old Basque village, is the nearest station to the *Pas de Roland*, a defile said to have been cut in the mountain by the sword of the great paladin. It has been much disfigured by the works for the railway and the new road. From its farther end the *Arsamendi* (3028 ft.; 3 hrs. from Itxassou) is easily ascended.—18½ m. *Louhossoa* has a short and massive church tower.—22 m. *Bidarray* (Hôt. du Pont-d'Enfer, R. 7, D. 10, pens. 18 fr.) is delightfully situated on the Nive, which affords excellent fishing.—25½ m. (41 km.) *Ossès*.

A branch line runs hence to (5½ m.) **St-Etienne-de-Baïgorry** (*Hôt. des Pyrénées*, R. 10, D. 9, pens. 22 fr.; *Franco-Espagnol*), a village on the Nive des Aldudes opposite the 16th cent. Château d'Echauz. The road goes on up the valley to (9½ m. farther) *Les Aldudes* (Hôt. Erieca), whence the *Col de Berdaritz* (2303 ft.) leads over the frontier to (3 hrs. N.W.) Elizondo (p. 352).

Beyond Ossès the railway and road ascend the Nive d'Arnéguy.—32¼ m. (52 km.) **St-Jean-Pied-de-Port** (*Hôt. Central*, R. 8, D. 12, pens. 25 fr.; *Continental*, R. 5, D. 10, pens. 20 fr.; *des Pyrénées, Naguila, de la Paix*, R. 6, D. 9, pens. 20 fr.), so called from its position at the foot of the ' port ' or pass of Roncesvalles, was founded by Garcia IV of Navarre in the 11th cent., and has belonged to France only since the Treaty of the Pyrenees (1659). It was the capital of French Navarre until the Revolution. Three branches of the Nive unite just below the town, which is notable for its curious old sandstone houses (15–16th cent.) in the Grande Rue, and for its two lines of ramparts, one dating from the 15th cent., the other from 1668, with additions by Vauban.

The church of *Uhart-Cize*, the W. suburb on the road to Bayonne, has a good 14th cent. choir.

From St-Jean to Roncesvalles, 18 m. (29 km.; motor omnibus service suspended). The road ascends the right bank of the Nive d'Arnéguy, passing (4½ m.) the French custom house.—At (5 m.) *Arnéguy* we cross the Nive and enter Spain, soon reaching the Spanish custom house.—Beyond (7½ m.) *Valcarlos* (Hôt. Mosquera) we ascend the narrowing defile of the Nive, reaching the summit at (16½ m.) the *Pass of Roncesvalles* or *Puerto de Ibañeta* (3468 ft.).—18 m. (29 km.) **Roncesvalles**, or *Roncevaux*, is a miserable hamlet surrounding a half-ruined Augustinian abbey, founded by Sancho the Strong of Navarre (c. 1240), containing his tomb and that of his wife Clemencia. It was in the valley of Roncesvalles in 778 that the rearguard of Charlemagne's retreating army, led by Roland and the ' twelve peers ' of France, was cut off and over-


BAYONNE, BIARRITZ
CAMBO
Routes
Sentiers
Chemin de fer
Tram
Ch.ins de fer à voie étroite, en Construction
Kilomètres
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GOLFE DE GASCOGNE
Biarritz
Pte de Biarritz
Phare
Côte des Basques
Bidart
Arbonne
Guéthary
St-Jean-de-Luz
Ahetze
Socoa
Fort du Socoa
Ciboure
Bois de St-Pée
Fontarabie
Hendaye
Béhobie
Irun
Urrugne
Serres
Ascain
Ibarron
St-Pée
Col de Amots
Col de St-Ignace
Sare
La Rhune
Col d'Insola
Col d'Ibardin
Galantena
La Haya
Endarlaza
Vera
Alzate
Endaro
Pic d'Ibantelly
Grotte de Sare
Zugarramurdi
Pt Atchurja
Lesaca
Yanci
Echalar
Aranaz
Mt Ascolegui
Azpirotz
Mt Mendaur
Dumbilla
Elgorriaga
Iturен
Zubieta
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Oronoz
Arraioz
Irurita
Santesteban
Donamaria
Pampelune 48k.
Mugaire
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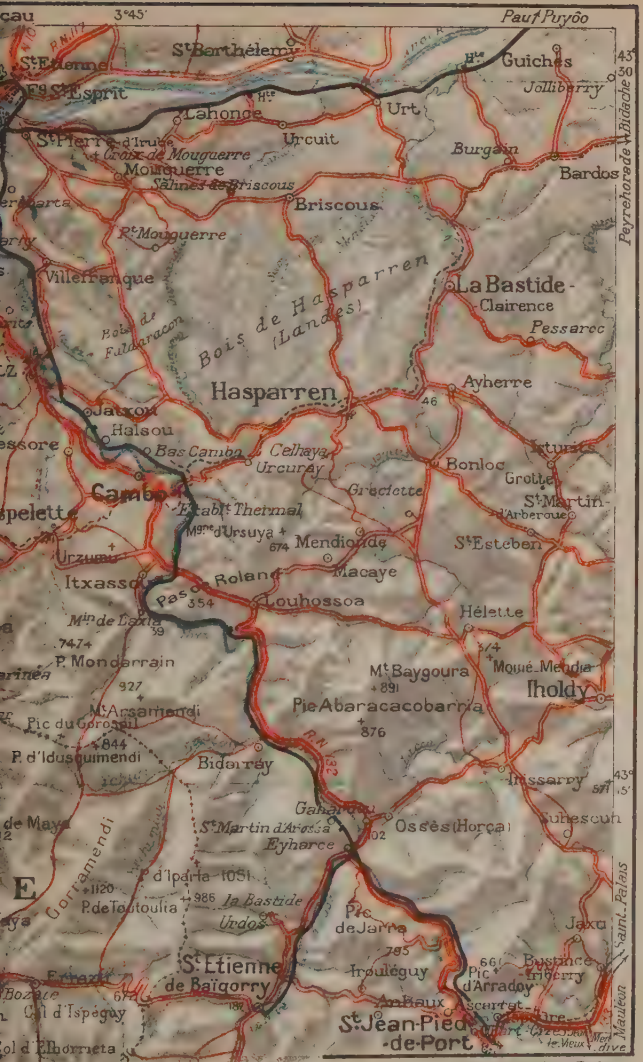


12-26 Imp. Dufrénoy, Paris.

whelmed by stones hurled from the rocks above. Louis the Debonair, in 810, preserved his army from a like fate by forcing the wives and children of the Basque peasantry to accompany him through the defile. The Black Prince led his troops this way in 1367 to the assistance of Pedro the Cruel at the battle of Nájera; and in 1813 Soult attempted to relieve Pampeluna by a surprise descent through the pass upon Wellington.—The road goes on to (46 m.) *Pampeluna* or *Pamplona*, the first large Spanish town.

From St-Jean to *Biarritz* and to *Mauléon* by the Route des Pyrénées, see below.

B. From Biarritz to Eaux-Bonnes

127½ m. (204 km.). AUTOCAR of the 'Route des Pyrénées' on Mon., Thurs., and Sat. from June 25th to Sept. 28th; also on Tues. from July 14th to Sept. 8th, in 11¼ hrs. (115 fr., return 215 fr.), including a midday halt of 2 hrs. at St-Jean-Pied-de-Port (3½ hrs.; 46 fr.).

From Biarritz to (10 m.) *St-Jean-de-Luz*, see p. 350. Beyond St-Jean the road, followed by the tramway (p. 351) as far as St-Ignace, turns inland, ascending the valley of the Nivelle.—14½ m. **Ascain** (*Hôt. de la Rhune*, R. 6, D. 9, pens. 25 fr.; *des Touristes*), where Pierre Loti wrote his Basque novel 'Ramuntcho' (in the Hôt. de la Rhune), has a typical village church with a stumpy tower and interior galleries, and a few old half-timbered houses with the uneven gable characteristic of Basque architecture.

The mountain of **La Rhune* (2950 ft.), to the S., ascended on foot in 3 hrs. viâ the Plateau de Miramar (view-indicator), or by rack-and-pinion railway from St-Ignace (see below), was the key of Soult's position which was forced by Wellington in 1813 during the passage of the Bidassoa.

16 m. *St-Ignace*, the present terminus (1926) of the tramway from St-Jean-de-Luz, is the starting-point of the mountain railway ascending La Rhune (see above).—18½ m. *Sare* is visited for its grottoes (restaurant).—From (23 m.) *Ainhoa* a road on the right, crossing the frontier at (2½ m.) *Dancharinéa*, goes on through delightful scenery to (16 m.) Elizondo (p. 352).—Our road turns N.E. and, passing the quaint Basque village of (26 m.) *Espelette*, reaches (30½ m., 49 km.) **Cambo-les-Bains.**—Thence to (51 m., 82 km.) **St-Jean-Pied-de-Port,** see p 394.

Quitting St-Jean-Pied-de-Port the road ascends the Nive de Laurhibar to (53½ m.) *St-Jean-le-Vieux*, with its Romanesque church door.—56 m. *Lacarre* has an over-restored 11th cent. castle.—Beyond (61 m.) *Larceveau*, where the church is built on to a farmhouse, we reach the first mountain pass at (67 m.) the *Col d'Osquich* (1280 ft.), whence a rapid descent brings us to (75 m., 121 km.) **Mauléon** (p. 397).—Leaving Mauléon the road follows the Oloron railway up the valley of the Saison to (84 m.) *Tardets* (p. 397), beyond which we cross (89½ m.) the *Col de Lapixe* (1050 ft.) and enter Béarn. At (94 m.) *Aramits* (p 397) we quit the railway and mount the valley of the Vert to reach (95½ m.) *Arette*, and soon after we descend once more and cross the Oloron–Bedous railway and the Gave d'Aspe beyond (101 m.) *Asasp* (p. 398).—103 m. *St-Christau*, see p. 398. The road traverses the lovely

Bois de Bager and then descends into the valley of the Gave d'Ossau, striking the road from Pau to Eaux-Bonnes at (113½ m.) *Arudy*.—Thence to (127½ m., 204 km.) **Eaux-Bonnes,** see p. 399.

C. From Puyoô to Mauléon

RAILWAY, 28½ m. (46 km.) in 1½ hr. (14 fr. 15, 9 fr. 25, 5 fr. 80 c.).

Puyoô, see p. 384. The railway crosses the Gave de Pau and ascends amid woods and vineyards.

5 m. (8 km.) **Salies-de-Béarn** (2480 inhab.), in the valley of the Saleys, has been famous since the 11th cent. for its saline waters. Adjoining the picturesque old town, with its narrow and tortuous streets, has been built a modern spa with a bathing establishment, casino, etc.

Hotels. BELLEVUE, R. 12, D. 12, pens. 40 fr.; DU PARC ET DE L'ETABLISSEMENT, R. 12, D. 15, pens. 30 fr.; DE FRANCE ET D'ANGLETERRE, R. 12, L. 12, D. 14, pens. 30 fr.; DU CHÂTEAU, D. 12, pens. 30 fr.—Less expensive: MODERNE, R. 12, D. 12, pens. 25 fr.; DE LA PAIX, R. 7, D. 10, pens. 22 fr.; DE PARIS; BEAUSÉJOUR.

Pensions. *Larrouy*, 22 fr.; *Beaulieu*, 20 fr.; *Marie-Antoinette, Jeanne-d'Albret*, etc., 18 fr.; and many others.

Post Office, Place de la Trompe.—SYNDICAT D'INITIATIVE, Boul. de St-Guily.

The waters of Salies are derived from two springs, that of *Oraàs*, 3 m. from the town, being used only for evaporation in salt-pans for commercial purposes, while the tonic water of *Le Bayaà* is employed both for baths and for drinking at the Etablissement.

The *Etablissement Thermal* is surrounded by the chief hotels, the *Casino*, and the public garden. The Rue St-Vincent, flanking the Hôtel de la Paix, leads to the 15th cent. church of *St-Vincent* and to the old town. The Place de la Mairie contains some 16th cent. houses, and higher up is *St-Martin*, a 16th cent. church.

At *Bellocq*, 3½ m. N., is a ruined 14th cent. castle where Jeanne d'Albret lived when taking the waters at Salies (1568).

The railway descends, crossing the Gave d'Oloron at (8 m.) *Castagnède*.—12½ m. *Autevielle* is the junction for (6 m.) *St-Palais* (Hôt. du Trinquet), once the capital of French Navarre (comp. p. 383).—15 m. **Sauveterre-de-Béarn** (*Hôt. Maison du Gave*, R. 15, D. 12, pens. 30 fr.; *Hostellerie du Château; Thyonville*, R. 6, D. 8, pens. 20 fr.) is a quaint little town with an ivied keep and fragmentary ramparts, and one arch and a gateway of the 14th cent. bridge over the Gave (trout fishing), which commands the best view of the town. The church, part Romanesque and part Gothic, dates from the 13th century.

FROM SAUVETERRE TO OLORON, 25 m. (40 km.), light railway in 2¼ hrs. (10 fr. 60, 5 fr. 30 c.), ascending the Gave d'Oloron.—10½ m. *Navarrenx-Castetnau*. Navarrenx (Hôt. du Commerce), on the right bank of the Gave, with a curious river-gate, was rebuilt by Henri d'Albret in 1548; the fortifications, modernised by Vauban, are still standing.—The church of (22½ m.) *Moumour* contains curious 16th cent. paintings.—25 m. *Oloron*, see p. 397.

The Mauléon railway ascends the Saison valley.—28½ m. (46 km.) **Mauléon** (**Hôt. Bidegain*, R. 8, L. 9, D. 10, pens. 20 fr.; *Saubidet*), the ancient capital (3686 inhab.) of the viscounty of Soule, is the chief centre of the manufacture of espadrilles (rope-soled shoes). Apart from the ruined castle (15th cent.), whose round towers command the town, the only building of interest is the *Hôtel Andurrain*, an austere Renaissance mansion in the Promenade des Tilleuls. In the same road are the ' fronton ' for pelote (comp. p. 349) and a 16th cent. column.

From Mauléon to Oloron, 27½ m. (44 km.), light railway in 2–3 hrs. (11 fr. 65, 5 fr. 85 c.). The line ascends the smiling valley of the Saison, whose villages are notable for their three-gabled belfries symbolising the Trinity.—8¼ m. **Tardets** (*Hôt. des Pyrénées*, R. 6, L. 10, D. 12, pens. 18 fr.; *de la Gare*) is the base for the exploration of the lesser-known valleys of the Basque Pyrenees. From the village, or from the ' halt ' of *Licq*, 1 m. farther on, we may ascend the upper valley of the Saison to (4 m.) *Licq-Atherey* (Hôt. des Touristes), above which the road divides. The left branch leads to (5 m.) *Ste-Engrâce* (1900 ft.), notable for its Romanesque church. About 1 m. before the village a track on the right ascends the narrow **Gorge de Cacouéta*, which ends (10 m. from Licq) at the frontier pass, the *Port d'Urdaité* (4660 ft.). Beyond lies the Spanish *Valle de Roncal*.—The right branch of the road above Licq leads to (5½ m.) *Larrau* (2087 ft.; Inn), from which we may ascend (4½ hrs.) the *Pic d'Orhy* (6618 ft.; *View towards the Atlantic), or, by the *Port de Larrau* (4520 ft.), on the E. of that peak, cross the frontier to the valley of Ochagavia, in Spain. The *Gorges d'Holçarté*, S.E. of the road below Larrau, are 500–650 ft. deep.

The railway beyond Tardets crosses the watershed into the *Vallée de Barétous* down which flows the Vert.—16 m. *Lanne* has a typical farmhouse-church.—At (18½ m.) *Aramits*, a town whose name was assumed by Aramis of the ' Three Musketeers,' we leave the Route des Pyrénées.—27½ m. (44 km.) *Oloron*, see below.

From Mauléon by the Route des Pyrénées to *Biarritz* and to *Eaux-Bonnes*, see p. 395.

D. From Pau to Oloron and Bedous

Railway, 37¼ m. (60 km.) in 2¼–3 hrs. (18 fr. 45, 12 fr. 5, 7 fr. 60 c.); to *Oloron*, 21¾ m. (35 km.) in 1¼–1½ hrs. (10 fr. 75, 7 fr. 5, 4 fr. 40 c.). Carriages are usually changed at Buzy and at Oloron. The Road runs more or less parallel with the railway.

Leaving Pau (p. 385) the railway crosses the Gave.—1 m. *Croix-du-Prince* (p. 388).—5 m. *Gan* preserves a Gothic gateway and some Renaissance houses.—12½ m. *Buzy* is the junction for Laruns–Eaux-Bonnes (p. 398).—15½ m. *Ogeu-les-Bains*.—21¾ m. (35 km.) **Oloron-Ste-Marie** (*Hôt. de la Poste ; Loustalot ; de France*), with 7739 inhab., is an ancient feudal stronghold standing on a hill between the Gave d'Aspe and the Gave d'Ossau. On the summit rises the curious domed church of Ste-Croix, built in 1080 by Centulle IV, viscount of Béarn, and Amatus, bishop of Oloron. The aisle-vaults in the Auvergne style, the capitals, and the side-portal are its most interesting features. Many houses of the 15–17th cent. surround the church and the Place St-Pierre behind it. Descending the quaint Rue Labarraque (view of the Pic d'Anie) we cross the Gave d'Aspe and reach the quarter of Ste-Marie, a separate town until the union of

the crowns of Béarn and France in the person of Henri IV. Here stands the former cathedral of *Ste-Marie, which has a huge square tower and a beautiful *W. Door* dating from its foundation in the 12th century. The choir is a masterpiece of delicacy in the early 14th cent. ' Rayonnant ' style. A 13th cent. tower of the Bishops' Palace is incorporated in the hospice to the right of the church.

From Oloron to *Mauléon*, see p. 397; to *Sauveterre*, see p. 396.

The railway turns S.E. and ascends the Gave d'Aspe.—27½ m. *St-Christau-Lurbe* is the station for (½ m. W.) *Asasp* (p. 395) and for (1¼ m. E.) *St-Christau* (Hôt. de l'Etablissement; du Grand-Turc et du Grand-Mogol), a small health-resort with ferruginous springs.—We now enter the Vallée d'Aspe, a mountain vale which has long been one of the main arteries of traffic across the Pyrenees. It was traversed by the Roman road from Beneharnum (Lescar) to Cæsaraugusta (Sarragossa), and in the middle ages it was an independent republic under the suzerainty of Béarn.—31½ m. *Escot* has a small bathing establishment.—33½ m. *Sarrance* is delightfully situated on the left bank of the torrent.—37¼ m. (60 km.) **Bedous** (1360 ft.; *Hôt. de la Poste*), the terminus of the railway, is a good excursion centre, and is noted for its yew-wood vessels, called ' herrades.'

From Bedous to Canfranc, 27½ m. (44 km.) by road (railway in construction) across the frontier.—2 m. *Accous* (Hôt. de France) is the old capital of the valley-republic. To Eaux-Chaudes by the Col d'Iseye, see p. 401.—From (5 m.) *Pont de Lescun* a road on the left, passing a charming waterfall, ascends to (¾ hr.) *Lescun* (Inn), where guides may be hired for the ascent of the **Pic d'Anie** (8216 ft.; 4½ hrs.) the farthest W. of the great Pyrenean summits (splendid *View to the W.).—Above (7 m.) *Etsaut* the valley narrows and the road crosses the Gave beneath the fort of Urdos.—9½ m. (15 km.) **Urdos** (2493 ft.; *Vidailhet Inn;* guides for hire), the last French village, with the custom house, is the starting-point for many fine mountain excursions. The **Visaurin** (8757 ft.; guide essential), in Spain, may be climbed direct from Urdos in 8½ hrs. (with return), but it is better to sleep at the Auberge de Peillou (see below). On the way is the beautiful *Lac d'Estaëns* (5725 ft.).—Gabas (p. 400) is reached from Urdos by several passes (7100–7250 ft.; guide useful) in 5½–6½ hrs.

Beyond Urdos the road leaves the torrent.—13½ m. *Auberge de Peillou* (see above). The old road, beyond (15 m.) *La Fonderie*, a disused foundry, cuts across the windings of the new. The *Auberge de Peyrenère*, farther on, is the last house in France.—17 m. (27 km.) **Somport** (5380 ft.), the Roman *Summus Portus*, is the pass by which the greater part of Abd-el-Rahman's host of Moors crossed the frontier from Spain into France (732). A short distance beyond it are the ruins of a hospice built in 1108 by Gaston VI of Béarn to shelter pilgrims bound for Compostella.—27½ m. (44 km.) **Canfranc** (*Hôt. Sisas;* Spanish customs), on the Rio Aragon, is the terminus of a railway from (11 m.) *Jaca*, the first large Spanish town.

E. From Pau to Laruns (Eaux-Bonnes and Eaux-Chaudes)

Railway, 24 m. (39 km.) in 1¼–1½ hrs. (12 fr., 7 fr. 85, 4 fr. 95 c.).

Road, 23 m. (37 km.), diverging from the Oloron road at Gan.—10 m. (16 km.) *Rébénacq*.—15½ m. (25 km.) *Louvie-Juzon* (p. 399).—23 m. (37 km.) *Laruns* (p. 399), whence the left branch leads to (3½ m.) **Eaux-Bonnes** (p. 399), the right to (3½ m.) **Eaux-Chaudes** (p. 400).

From Pau to (12½ m.) *Buzy*, where we leave the Oloron railway on the right, see p. 397. We cross the Gave d'Ossau

near the double Pont de Germe (l.) and enter the VALLÉE D'OSSAU, another of the once independent valleys of the Pyrenees, whose people still retain many of their ancient customs.—At (16 m.) *Arudy* we cross the Route des Pyrénées (p. 396).—17½ m. *Izeste* is the station for (½ m. E.) *Louvie-Juzon* (Hôt. des Pyrénées), a good centre for fishing in the Gave. Passing (l.) the 13th cent. Château Gélos we reach (20 m.) *Bielle* (inn) the ancient capital of the valley, consisting almost entirely of 15–16th cent. houses, some of which are adorned with curious mosaics of the 2nd–3rd centuries. The church of St-Vivien has a good 15th cent. door in an unexpectedly northern Flamboyant style. Foot passes lead hence into the Vallée d'Aspe at Escot and Sarrance. From Bielle and from (21 m.) *Pont-de-Béon* interesting ascents may be made among the neighbouring hills, whose marble quarries provided material for the statues which adorn the Place de la Concorde and the Madeleine in Paris.—24 m. (39 km.) **Laruns** (1650 ft.; *Hôt. des Touristes ; de France*, R. 8, D. 9, pens. 25 fr.) is the terminus of the railway and the starting-point of the motor omnibuses to Eaux-Bonnes and Eaux-Chaudes. On great occasions (notably on Aug. 15th) Laruns is the best place to see the gala costume of the Ossaloises: a black cape and skirt with touches of red, flowered shawls, white stockings, and a close-fitting headdress

The old village of *Béost*, with its restored 12th cent. church, lies 1 m. N.E., and among the surrounding peaks those best worth ascending are the *Pic Auzu* (4880 ft.), 3 hrs. N.E. viâ *Louvie-Soubiron* and its marble quarries; the *Gentiane* (5740 ft.), 3½ hrs. S.W. (*View of the Pic du Midi), whence we may descend to Eaux-Chaudes (p. 400); and the group of mountains to the N.W., which reaches its highest point in the *Cinq-Monts* (6240 ft.; 4½ hrs.; rather steep). The route leads up the Vallon de Séris to the *Col de Sieste* (5575 ft.), whence an easy descent leads W. to (3 hrs.) Bedous (p. 398).

FROM LARUNS TO EAUX-BONNES, 3½ m., motor omnibus in 20 min. (3½ fr.), by road crossing the Arrieusec and the Gave d'Ossau. Short cut for pedestrians on the left beyond the first bridge, rejoining the road beyond the village of Pon.

Eaux-Bonnes (2460 ft.), more correctly *Les Eaux-Bonnes*, is a pleasant resort with a temperate summer climate, lying in a sheltered vale at the mouth of the gorge of the Sourde. It is frequented also for winter sports and is the winter headquarters of the Ski-Club de Pau.

Hotels. DES PRINCES, R. 15, B. 3, L. 15, D. 16, pens. 40 fr.; ROYAL-HÔT. DE FRANCE ET MODERNE, R. 10, B. 3½, L. 13, D. 15, pens. 30 fr.; CONTINENTAL, R. 12½, B. 2½, L. 12, D. 13, pens. 40 fr.; DES THERMES; VICTORIA, DE LA POSTE, PIERRE ABBADIE, POMME, BERNIS, R. 8, L. or D. 10–12, pens. 25–28 fr.; DES TOURISTES, R. 6, D. 9, pens. 20 fr.; DU COMMERCE, R. 5, D. 8, pens. 17 fr.

Post Office, N. side of the Jardin Darralde.—SYNDICAT D'INITIATIVE, with guides and porters, at the Mairie.

The *Jardin Darralde*, surrounded by the principal hotels and overlooked by the *Casino*, is the centre of Eaux-Bonnes. The Rue Nationale at the E. end leads to the *Etablissement Thermal*, the virtue of whose sulphurous waters (54–91° Fahr.) was established by the cure of Béarnais troops wounded

at Pavia in 1525. Below the town is the smaller *Etablissement d'Orteig*, on the Valentin torrent, with tennis-courts adjoining. A little downstream is a pretty waterfall. The environs of Eaux-Bonnes are laid out in charming wooded promenades.

The easiest ascent is that of the **Gourzy** (6034 ft.), a spur of the Pic de Ger (bridle path all the way), climbed in 3 hrs. We begin the ascent by the Promenade Gramont, either from the church or the casino, and at its highest point take the Promenade Jacqueminot which leads to the first plateau. At (2 hrs.) the *Fontaine Lagas* we leave on the left the path up the Pic de Ger and soon reach (2¼ hrs.) the second plateau with its clumps of rhododendrons. The descent to Eaux-Chaudes (bad path) occupies 1 hr.

The *Pic de Cézy* (7248 ft.), or *Goupey*, reached viâ the Fontaine Lagas and the *Col de Lurdé* (5417 ft.) in 5½ hrs., is for alpinists only; the slightly easier *Pic de Ger* (8570 ft.) is ascended in 6 hrs. viâ the Fontaine Lagas. Both command fine views but should not be attempted without a guide. The path over the Col de Lurdé goes on to (6 hrs.) the *Vallée de Soussouéou* (p. 401).—From the upper end of the Valentin valley (guide necessary) the *Lac d'Anglas* and *Lac d'Uzious* may be visited, or the *Pic de Gabizos* (8806 ft.) ascended in one day. Provisions and water should be taken. For the ascents to the S.W., better started at Eaux-Chaudes, see p. 401.

From Eaux-Bonnes by the Route des Pyrénées to *Biarritz*, see p. 395; to *Cauterets*, see p. 401.

From Laruns to Eaux-Chaudes, 3½ m., motor omnibus in 20 min. (3½ fr.) by road ascending the right bank of the Gave d'Ossau and traversing the dark Gorge du Hourat.

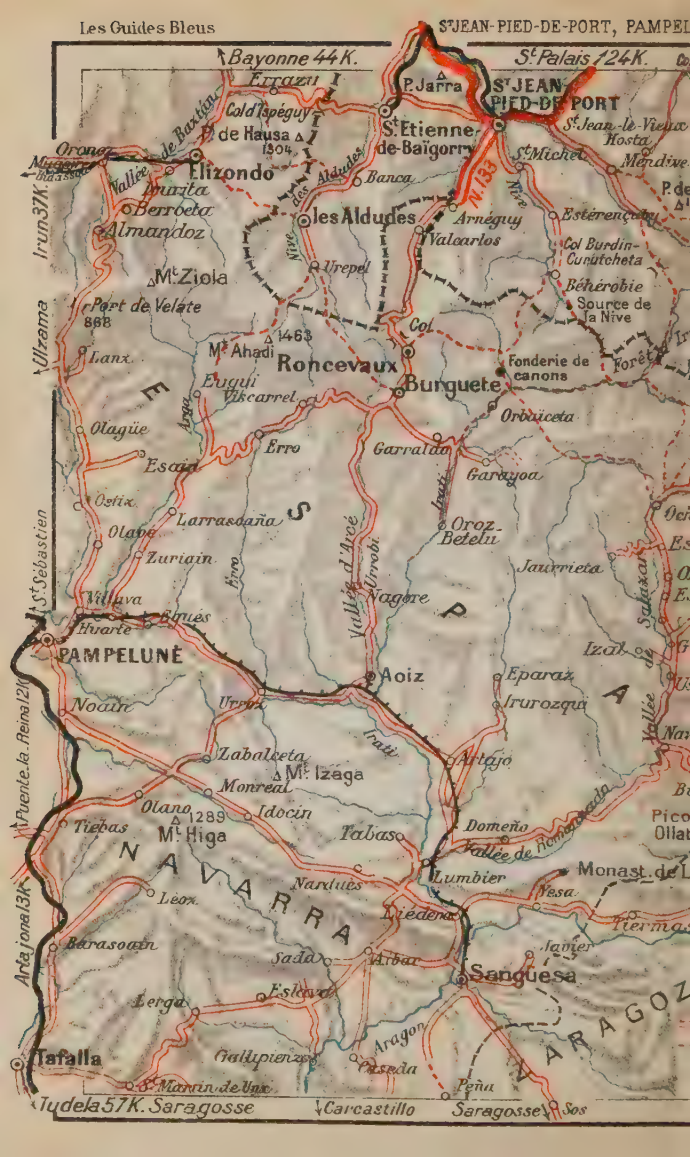
Eaux-Chaudes (2215 ft.), or *Les Eaux-Chaudes*, formerly Aiguescaudes (ad aquas calidas), less frequented than Eaux-Bonnes, stands in the wild and narrow valley of the Gave d'Ossau. The thermal springs from which it is named vary in temperature from 90° to 100° Fahr. The season lasts from June to October.

Hotels. Baudot, R. 6, L. or D. 10, pens. 25 fr.; Moderne; de France; Pierre Abbadie, R. 5, D. 10, pens. 25 fr.; Nogués-Bussy, R. 10, pens. 25 fr.

Post Office, Grande Rue.—Syndicat d'Initiative, with guides and porters, Maison Ambielle, Place Henri-IV.

Attractive walks may be taken among the trees on the opposite bank of the Gave, or to (2 hrs. with return) the *Grotte d'Eaux-Chaudes* (adm. 2 fr.), above the village to the S.E.

From Eaux-Chaudes to Sallent, 18½ m. (30 km.), by road across the Spanish frontier. The road ascends the Gave d'Ossau, crossing the torrent by the Pont de l'Enfer. Approaching Gabas we pass on the left the chapel of a hospice founded by Gaston VI of Béarn in 1121.—5 m. *Gabas* (3379 ft.; Hôt. des Pyrénées; French custom house), with a 15th cent. church, is the starting point for the ascent of the Pic du Midi and other mountain excursions (see p. 401). The road into Spain ascends the flank of the Pic Lavigne in wide curves; on the left rises the Herrana, in front the Pic Lurien and the Pic d'Arrious. Beyond (6½ m.) the *Pont de la Sagette* and *Pont de Camps* we round the foot of the Pic de Saoubiste, and the fine pyramid of the Pic du Midi d'Ossau rises majestically on the right. Beyond (11 m.) the *Pont de Louradet* the landscape grows more barren and we soon reach (14 m., 23 km.) the **Col de Pourtalet** (5468 ft.), between the *Pic d'Anéou* (7149 ft.), on the right, and the *Pic d'Estremère* (6942 ft.), where the Franco-Spanish frontier is marked by a dry stone wall. The *View backwards of the Pic du Midi behind the *Pic de Peyreget* (8114 ft.) is splendid; in front on the right is the gloomy range dividing the Gallego valley from the Aragon, and to the left the dark wall of the Pic d'Enfer with the Tende-


Les Guides Bleus
St JEAN-PIED-DE-PORT, PAMPEL
Bayonne 44 K.
St Palais 124 K.
Errazti
P. Jarra
St JEAN-PIED-DE PORT
Cold'Ispéguy
St Etienne-de-Baïgorry
St Jean-le-Vieux
Hosta
P. de Hausa 1304
St Michel
Mendive
Orone
Elizondo
Vallée de Baztan
Amurita
Berroeta
Almandoz
Banca
les Aldudes
Arnéguy
Estérençuby
Valcarlos
Col Burdin-Cunutcheta
Irun 37 K.
Mt Ziola
Urepel
Béhérobie
Source de la Nive
Port de Velate 888
Col
1463
Ulzama
Lanz
Mt Ahadi
Roncevaux
Fonderie de canons
Forêt
Eugui
Vikcarrel
Burguete
Oribüeeta
Olagüe
Erro
Garraldea
Garayoa
Escaid
Ostiz
Larrasoaña
Oroz-Betelu
Olaibe
Zuriain
Jaurrieta
St Sebastien
Villava
Nagore
Huarte
Ibues
PAMPELUNE
Aoiz
Eparaz
Izal
Noain
Urroz
Irurozqui
Zabalzeta
Mt Izaga
Artajo
Monreal
Olano 1289
Idocin
Tiebas
Mt Higa
Tabaso
Domeño
Vallée de Roncesvalles
Monast. de L
Lumbier
Nardues
Yesa
Leoz
Liédena
Tiermas
Barasoain
Sada
Urbar
Sangüesa
Iamer
Lerga
Esteribar
Tafalla
Gallipienzo
Aragon
Peña
Tudela 57 K. Saragosse
Carcastillo
Saragosse
Sos
NAVARRA
ARAGON
Pente-la-Reina 12 K.
Arta jona 13 K.

12-29 Imp. Dufrénoy. Paris.

fiera behind it on the right. We descend the pastoral valley of the Rio Gallego, rounding the pyramidal *Peña Forada* (2215 ft.).—18½ m. (30 km.) **Sallent** (4288 ft.; *Fonda Bergua*, primitive; Spanish custom house) is a busy Spanish village, interesting for the traditional costumes of the mountain folk. The road goes on down the wild Gallego valley to (32 m.) *Biescas* and (62 m.) *Saviñanigo*, on the railway from Jaca to Huescas. A branch on the left leads to (30 m. from Eaux-Chaudes) *Panticosa* and (35 m.) *Los Baños de Panticosa* (5370 ft.; Grand-Hôtel), one of the highest inhabited spots in the Pyrenees.

Accous (p. 398) may be reached in 6¾ hrs. from Eaux-Chaudes viâ the *Col d'Iseye* (6070 ft.) by a track diverging on the right up the Val de Bitet, 2 m. along the road to Gabas (see p. 400). From the col the *Gentiane* (p. 399) may be easily ascended in 1¼ hr. viâ the Lacs de Montagnon. The *Pic de Sesques* or *de l'Escapuru* (8547 ft.), to the S., a hard but interesting climb of 6 hrs. from Gabas, commands a fine view.

The **Pic du Midi d'Ossau** (9466 ft.) may be climbed in 6–7 hrs. from Gabas (p. 400; good guide essential) viâ (2 hrs.) the *Cabane de Magnabaigt* and (2½ hrs.) the *Col de Suzon* (6890 ft.). The remainder of the ascent is precipitous though rendered somewhat easier by iron clamps in the rock. The *View includes the Vignemale and Mont Perdu and extends as far N. as the plain of Pau.—Another fine walk from Gabas, leaving the road to Spain on the left, ascends to (4 hrs.) *Bious-Artigues* (4900 ft.), in full view of the Pic du Midi, whence the Col de Bious or the Col d'Aas de Bielle lead over to (c. 6 hrs.) *Urdos* (p. 398).

The *Lac d'Artouste* (6440 ft.), one of the loveliest lakes in the Pyrenees, lies 6–7 hrs. from Eaux-Chaudes viâ the *Vallée de Soussouéou*, which diverges on the left 3 m. along the Gabas road. At (4 hrs.) *Herrana* begins the difficult ascent of the **Balaïtous** (10,322 ft.) or *Marmuret*, 7½ hrs. from Gabas by the *Lacs d'Arrémoulit* and the *Alpine Club Refuge* (7858 ft.) where the night may be passed. From the same refuge may be climbed the easier *Pic d'Arriel* (9269 ft.; 3½ hrs.) and the *Pic de Palas* (9764 ft.; 3 hrs.).

From Eaux-Bonnes to Cauterets, 38 m. (61 km.), autocar of the 'Route des Pyrénées' on Tues., Fri., and Sun. (June 26th–Sept. 27th; on Wed. also July 15th–Sept. 9th) in 4 hrs. (40 fr., return 75 fr.).—Leaving Eaux-Bonnes (p. 399) viâ the Route d'Orteig and the left bank of the Gorge du Valentin, we pass the cascades of Iscoô and Le Serpent (l.), and soon come in sight of the Pic de Ger (r.), while the rugged crests of the Gabizos and the Pènes Blanques close the view ahead. At (3½ m.) *Plan de Ley* (Inn) a footpath on the right (unsafe in places), crossing the *Col de Tortes* (6132 ft.) diverges to rejoin the road beyond the Col d'Aubisque, saving walkers 2½ miles. The view of the Pic de Ger increases in grandeur as we ascend, and at (7 m.) the *Col d'Aubisque* (5610 ft.) the Pic du Midi de Bigorre appears far to the E.

The *Soum de Grum* (6139 ft.), ½ hr. N. commands a still wider view, including the Pic du Midi d'Ossau, the Pic d'Anie, and the Pic de Sesques.

Descending, the road cuts into the flank of *Mont Laid* (6208 ft.) and a wide horizon opens out to the N. across the Cirque de Ferrières and the Ouzom valley. At a solitary house (10½ m.) the Col des Tortes track (see above) rejoins the road, which skirts the escarpment of a spur of the Gabizos, overlooking on the left a precipice 1000 ft. deep. After a short tunnel comes the gentle ascent to (14½ m.) the *Col de Soulor* or *du Courret* (4757 ft.), succeeded by a breakneck descent affording a brief glimpse (r.) of the Balaïtous and its glacier.—19½ m. **Arrens** (2950 ft.; *Hôt. de France*,

R. 5, D. 9, pens. 16 fr.; guides), in the *Vallée d'Azun*, has a church with a rudely carved door and a crenellated churchyard wall.

Ascents. The *Pic Arrouy* (8891 ft.), above the W. side of the upper Vallée d'Azun, is climbed in 6½ hrs. viâ the Lac de Miguelou. The *Cabane de Labassa* (5225 f.) is the starting-point or (8 hrs.) the *Pic de Cambalès* (9728 ft.), an easy snow-climb to the E. of the head of the valley; for the *Col de la Peyre-St-Martin* (7530 ft.) which leads over to Sallent (p. 401; 5 hrs. from the cabane); and for (9 hrs. viâ the Vallée d'Arribit) the *Balaïtous* (p. 401; difficult).

The way now lies through a wide and smiling valley, overshadowed by the *Pic du Midi d'Arrens* (7435 ft.).—21 m. *Aucun* (Hôt. des Voyageurs) has a Romanesque church on the plan of a Greek cross.—25 m. *Arras* is dominated by the ruined stronghold of Castelnau-d'Azun.—27½ m. (44 km.) *Argelès-Gazost* and thence to (38 m., 61 km.) **Cauterets**, see below.

51. CAUTERETS, LUCHON, AND THE CENTRAL PYRENEES

A. From Lourdes to Cauterets

Electric Railway, 20 m. (32 km.) in 1¼ hr. From Lourdes to *Pierrefitte* (through carriages from Paris in summer), 13 m. (21 km.) in ½ hr. (6 fr. 45, 4 fr. 20, 2 fr. 65 c.). At Pierrefitte begins the light electric railway to *Cauterets*, 7 m. (11 km.) in 1 hr. (5½ fr., 4 fr.; luggage registered through), starting from a station adjoining the Midi station. The Road (18½ m.) follows the railway.

Lourdes, see p. 389. The railway curves round the E. end of Lourdes, skirting the base of the Pic du Jer.—2 m. *Soum*, a 'halt' near the funicular railway station (p. 390). We ascend the right bank of the Gave de Pau, whose upper valley is known as the *Pays de Lavedan*.—3¾ m. *Lugagnan*.

A rough road ascending the side valley on the left (E.) leads to (3 m.) *Cheust*, above which are (½ hr.) the *Ruins of *Castelloubon*, an ancient residence of the viscounts of Lavedan, and (1½ hr.) the *Pic de la Clique* (3442 ft.). The track on the right at Cheust goes on to (5½ m.) *Gazost* and (8 m.) *Gazost-les-Bains*, a sawmill bearing the name of an abandoned spa. The *Pic du Montaigu* (7681 ft.) is ascended hence in 4 hrs. (guide essential). For the descent to Bagnères-de-Bigorre, see p. 414.

7½ m. *Bôo-Silhen* is the base for ascending (4½ hrs. N.W.) the steep *Pic de Pibeste* (4538 ft.; descent to Lourdes in 3½ hrs.). The keep of Vidalos is prominent on the right.

9½ m. (15 km.) **Argelès-Gazost** (1500 ft.), an attractive little town (1632 inhab.) in a smiling upland basin near the confluence of the Gave d'Azun with the Gave de Pau, is an agreeable resort at all seasons of the year, with a spa (May 15th-Oct. 15th) that utilises the cold sulphurous waters of Gazost (see above).

Hotels. D'Angleterre et du Parc, R. 15, B. 3, L. 12, D. 13, pens. 35 fr.; de France, R. 12, B. 3½, L. or D. 12, pens. 35 fr.; Beauséjour, R. 10, L. or D. 10, pens. 25 fr.; du Cercle; des Touristes.—Pensions. *Villa la Prairie*, 28 fr.; *Villas Périgord, Duffau, Beau-Site*, 20 fr.

Post Office opposite the church.—Syndicat d'Initiative at the Mairie.

Golf Course (18 holes), ½ m. along the Pierrefitte road. Tennis Courts in the Parc de l'Etablissement.

The *Spa*, with its casino and shady park, adjoins the station. Behind it rises the old town, its houses clustering on the hillside around the *Tour Moncade*. In the main street is an old house which was the ancestral home of the family of Marshal Foch (p. 391). The *Château de Vieuzac*, once the home of Barrère (p. 391), and the *Château d'Ourout* command the N. and S. approaches to the town.

The immediate surroundings of Argelès afford charming walks. Of the longer excursions by road the most favoured is the '*Tour de la Vallée*,' a round of 19 m. taking in St-Savin, Pierrefitte, and Beaucens. Another pleasant round (c. 2½ hrs. on foot) may be made to *Gez*, *Sère*, and *Salles*, the last two villages with ruined castles, returning viâ *Ouzous* and the Lourdes road. From Ouzous a bridle-path ascends the Pic de Pibeste (p. 402).

St-Savin (1935 ft.; *Panoramic-Hôtel*, R. 8, D. 12, pens. 25 fr.; *Villa Beau-Site*, pens. 20 fr.), 2 m. S. of Argelès by road, is noted for its abbey, said to have been founded by Charlemagne on the ruins of the Roman *Palatium Æmilianum*, and refounded by Raymond I of Bigorre in 945 after its destruction by Norman brigands a century earlier. The *Church, one of the finest in the Pyrenees, a fortress like building in a quaint old square, has an 11th cent. choir and transepts, a 12th cent. nave, and a 14th cent. tower. The Romanesque door in the transept comes from the destroyed parish church of St-Jean-Baptiste. Within are a 12th cent. stoup; the tomb of St. Savin (before the 11th cent.), a Spanish hermit who dwelt on this site; and some quaint 15th cent. panels, with Gascon inscriptions, illustrating the life of the saint. The **Chapter House* (12th cent.), with its beautiful vault and windows, and the *Treasury* (12th cent. shrine) are likewise interesting. The return may be made viâ *Arcizans-Avant*, with the ruined Château du Prince-Noir (15th cent.), and Arras (p. 402).

Longer excursions may be made from Argelès to St-Pé viâ the Col d'Andorre (p. 389); and viâ Arras and the Vallée de Labat de Bun to (11 m.) the *Lac d'Estaing* (4147 ft.; Inn), a lonely tarn well stocked with trout. Thence to Cauterets, see p. 405.

Between Argelès and Pierrefitte the Château de Beaucens is well seen on the left.—13 m. (21 km.) **Pierrefitte-Nestalas** (*Hôt. de France, des Pyrénées*, R. 8, L. 9, D. 10, pens. 25 fr.; *Restaurant des Touristes*, R., L. or D. 8, pens. 18 fr.), where we change into the mountain-railway, stands at the head of the valley of Argelès.

Beaucens, 3 m. N.E., is notable for its fine **Castle*, with a 12th cent. keep and two rings of ramparts, the residence in the 14–17th cent. of the viscounts of Lavedan.—An attractive walk of 3½ hrs. ascends the Vallée d'Isabi to the ruined abbey of *St-Orens* (12th cent.) and the wild little *Lac d'Isabi* (5157 ft.). Thence to Bagnères-de-Bigorre, see p. 411.—From Pierrefitte to *Luz*, see p. 407.

At (14¼ m.) *Nestalas* the railway to Luz diverges on the left, while our line describes a curve to the right and enters the Cauterets valley.—Before (17½ m.) *Calypso*, with its little cascade, we pass the railway power-station.

20 m. (32 km.) **CAUTERETS** (3060 ft.), the most frequented of Pyrenean resorts (1143 inhab.; c. 50,000 visitors annually), is visited as a centre for climbs and other excursions, as a winter sports station, and as a watering-place. Except on the N.E. it is sheltered from inclement winds by a barrier of lofty peaks, with the Pic Péguère rising like a sugar-loaf to the S.W.

Hotels (crowded in July and Aug.). D'Angleterre, Boul. Flurin, 300 R., R. 25, B. 4, L. 18, D. 20, pens. 50 fr.; Continental, Boul. Flurin, 200 R., R. 15, B. 4, L. or D. 18, pens. 45 fr.; these two open always. The following are open c. May 15th–Oct. 1st unless otherwise stated: De France, Rue de

Verdun, June–Sept., 100 R., R. 15, L. or D. 15, pens. 45 fr.; RÉGINA, Esplanade, R. 15, B. 4, L. 15, D. 18, pens. 46 fr.; DE L'UNIVERS, Place Foch, 150 R., R. 15, B. 3½, L. 12, D. 14, pens. 40 fr.; DU BOULEVARD ET DE RUSSIE, Boul. Flurin, June–Sept., R. 15, L. 12, D. 14, pens. 35 fr.; DE LA PAIX, Pl. Clemenceau, R. 10, L. 12, D. 13, pens. 30 fr.; DU PARC-IBERIA, Place Foch, June–Sept., similar charges; BELLEVUE, Rue Richelieu, R. 12, L. 10, D. 12, pens. 32 fr.; DES PYRÉNÉES ET D'ALGER, DE LONDRES, Rue Richelieu, both open always, R. 10, L. 11, D. 12, pens. 32 fr.; VICTORIA, Boul. Latapie-Flurin, R. 10, L. 11, D. 12, pens. 25 fr.; DES PRINCES, DES AMBASSADEURS, Rue Richelieu, R. 14, L. 9, D. 10, pens. 25 fr.; HÔT. ET MAISON DES FAMILLES, 5 Rue de César, R. 7, L. 8, D. 9, pens. 20 fr.; FAMILY-HÔT. DU COMMERCE, Rue du Moulin, R. 8, L. 9, D. 10, pens. 26 fr.; D'ALSACE-LORRAINE, Rue Général-Castelnau, R. 6, L. 8, D. 9, pens. 20 fr.

Pensions. *Ste-Cécile*, 9 Boul. Latapie-Flurin, D. 12, pens. 28 fr.; *Farcy*, D. 10, pens. 25 fr.; *Laborde-Managau*, Rue de la Raillère, L. 7½, D. 8½, pens. 20 fr.; *Chalet du Boulevard*, Boul. Latapie-Flurin; and many others.

Post Office (Pl. A 2), Rue de Belfort.—SYNDICAT D'INITIATIVE, Place Clemenceau, where *Guides* and *Porters* may be hired.

Conveyances. CARRIAGES, 5 fr. per drive, 10 fr. per hr. in the town; to La Raillère, 15 fr. return; to Calypso, 20 fr.; to the Pont d'Espagne, 60 fr. ELECTRIC TRAMWAY to La Raillère, 1 fr., 75 c.; return, 1 fr. 50 c., 1 fr. AUTOCARS to *Lourdes*, 60 fr.; to *Luz*, 16 fr.; to *Gavarnie*, 30 fr.; to *Barèges*, 22 fr.; to *Luchon*, 90 fr., return 170 fr.; to *Eaux-Bonnes*, see p. 401; to *Bagnères de Bigorre*, p. 414. Route des Pyrénées, see p. xxviii.

Amusements. *Casino des Œufs* or *de l'Esplanade, Casino-Opéra*, both with gambling-rooms, concert-halls, etc.—*Open-Air Theatre* in the Parc des Néothermes.—TENNIS COURTS above the Esplanade and in the Rue de Belfort.—WINTER SPORTS are organised by the Ski-Club Cauterésien.

History. The healing properties of the waters of Cauterets have been known at least since the 10th cent., but their fame was established in the 16th cent., when Marguerite de Valois, Queen of Navarre, visited the spa with her court, and employed her idle hours in composing the 'Heptameron' on the model of Boccaccio's 'Decameron.' Other distinguished visitors were Rabelais and Queen Hortense, mother of Napoleon III (comp. p. 405). During the Great War Cauterets was the centre of a rest-area for American troops.

For the ordinary traveller the attraction of Cauterets lies in the easy accessibility of some of the finest country in the Pyrenees. The town itself is in a rather gloomy situation and is crowded in the summer season with the very large number of invalids who flock hither from all countries to take the waters.

The remarkably copious supply of sulphuretted water (330,000 gals. per day) from the 22 springs is divided among nine 'Etablissements,' of which the principal in the town itself are the *Thermes des Œufs*, in the same building as the casino, and the *Néothermes* and *Thermes de César et des Espagnols*, on the other side of the valley. Even more frequented is the *Etablissement de la Raillère* (3455 ft.), 1 m. S., which is served by an electric tramway (see above). It is named from the 'raillère' or avalanche-path, which scars the mountain side above it. Farther up the Route du Pont-d'Espagne are three smaller establishments.

The PARC WILSON, or ESPLANADE DES ŒUFS, is the principal promenade of Cauterets, from which a good view of the surrounding peaks can be obtained. To the E., above the church, rises the pine-clad Peyraute, to the W. the triple summit of the Peyrenère, S. of which is the Péguère (7155 ft.) with the Soum de Monné (p. 406) behind it. The Cabaliros (p. 406) looms up to the N.W., and N.E. is the Pic de Viscos (p. 406), separating the Cauterets valley from the vale of Luz. Far to the S., at the head of the Lutour glen, appear the snowy

peaks of the Culaous (p. 406). A cork relief of the Central Pyrenees (Relief Wallon, 1 in 5000) may be seen at the mairie (50 c.).

Short Excursions. The *Plateau de Cambasque*, 1 hr. W., in the Vallée d'Illéou, with the best ski-slopes in the vicinity of Cauterets, is reached viâ the Promenade des Lacets and the left bank of the Gave de Cambasque. From the *Lac Bleu* or *Lac d'Illéou* (6516 ft.), 3 hrs. farther up the valley, a rough pass leads S. to (3 hrs.) the Pont d'Espagne (see below).—The *Grange de la Reine-Hortense* (restaurant), 1 hr. E., recalls the visit of Queen Hortense, who was storm-stayed here on her way from Luz and received ready hospitality at the farmhouse. The ascent follows the Chemin de la Reine-Hortense and the path to the Col de Riou.

To the Pont d'Espagne and the Lac de Gaube, 2¼ hrs. on foot; carriages, see p. 404; motors prohibited. This is the classic excursion from Cauterets, giving a splendid idea of the beauties of the Pyrenean landscape. To *La Raillère*, see p. 404. Beyond the Pont de Benquès, at the confluence of the Gaves of Jéret and Lutour, the road ascends in zigzags (short-cuts for walkers) and, leaving on the left the track up the Val de Lutour, mounts the right side of the Jéret valley. Passing (35 min. from La Raillère) the *Cascade de Cérisey* and other small waterfalls we come into view of the Pics de Peyrelance and de Labassa (l.).—1 hr. 20 min. *Pont d'Espagne* (4908 ft.; Inn) is magnificently situated at the junction of the Val de Gaube (l.) and the Val de Marcadaou. We quit the road before the bridge and ascend the Val de Gaube by a good track, in full view of the Vignemale and its glacier.—2¼ hrs. ***Lac de Gaube** (5870 ft.; Inn), a charming mountain tarn 50 acres in area (boats for hire), is well stocked with trout and is a favourite meet for hunters of the izard or chamois, which still haunts the desolate slopes of the Vignemale, though in ever-decreasing numbers. On every side rise great peaks of over 7500 ft. commanded by the mighty Vignemale, whose crevassed glacier is well seen, though the highest summit is concealed by the W. slope of the valley.

Other Excursions. The **Col de Riou** (6322 ft.) is reached in 2½ hrs. by an easy bridle path ascending viâ the Grange de la Reine-Hortense (see above) and the fir-woods of Lisey. On the pass (view indicator) is a very fair inn, the path on the left of which mounts to the *Pène-Nère* (6752 ft.), an even better view point. The steep stony path on the other side of the col leads down to Luz or St-Sauveur (p. 407) in 3¼ hrs.

The **Lac d'Estom** (5929 ft.; Inn, with boat for hire) is reached in 3½ hrs. from La Raillère viâ the Pont de Benquès (see above) and the Vallée de Lutour. From the inn the *Hourquette d'Araillé* (8517 ft.) leads in 4 hrs. to the Lac de Gaube; the *Col d'Estom-Soubiran* (8445 ft.), beyond the *Lacs d'Estom-Soubiran*, higher up the valley, affords an interesting alpine approach to (6 hrs.) Gavarnie (p. 409) viâ the snow-bridge of Ossoue.

Passes. The *Col de Contente* (6952 ft.; fine view), between the Cabaliros and the Soum de Monné (refuge-inn ½ m. beyond the col), leads in 5 hrs. to the Vallée de Labat de Bun (p. 403).—The **Hourquette d'Ossoue** or *Col du Vignemale* (8983 ft.; good path, guide advisable) is the best approach to Gavarnie, affording a magnificent walk of 10 hrs. Circling round the W. side of the Lac de Gaube (see above) the track passes the two cascades of *Splumous* and ascends to the left above the Oulettes du Vignemale, the marshy plateau at the head of the valley, and oins the track from the Hourquette d'Araillé (see above). The col (6 hrs.)

lies between the *Pic de la Sèbe* (see below; N.) and the *Petit-Vignemale* (9971 ft.; 1¼ hr.), and a little beyond it is the *Refuge Baysselance* or *du Vignemale* (8825 ft.; open in summer), where the night may be spent (18 beds; stalls for 6 horses). The descent leads down to the Gave d'Ossoué, from whose valley we enjoy a fine retrospect of the Vignemale.—8 hrs. *Plan de Millas* (5710 ft.).—9 hrs. The *Cabane de Saussé* (5480 ft.) is overhung by the pink marble cliff of the *Soum Blanc de Sécugnac* (8442 ft.).—10 hrs. *Gavarnie*, see p. 409.

From the Pont d'Espagne a bridle-path ascends the Vallée de Marcadaou to (6¼ hrs. from La Raillère) the **Port de Marcadaou** (8386 ft.), whence a descent of 3 hrs. leads to *Los Baños de Panticosa* (p. 401) in Spain, passing the lakes of *Bachimaña*. The route leads viâ (3½ hrs.) the rocky ascent known as the Escalier de Pourterre, from the top of which the Port is seen. At (4½ hrs.) the *Pla de la Gole*, an upland basin with two little tarns, we reach the *Refuge Wallon* (6122 ft.; 28 beds). On the right, farther on, diverge the two Vallées de Cambalès, favourite haunts of the izard, the southernmost of which, leading to the *Col d'Aragon* (8860 ft.), is the usual approach to the *Pic de Cambalès* (9728 ft.). We cross the torrent and keep henceforth to the right bank. 6¼ hrs. The *Port de Marcadaou*, between the *Péterneille* (9085 ft.; r.) and the *Grande-Fache* (see below), commands a glorious view of the Pic d'Enfer, the Tendeñera and other Spanish peaks.—From the Refuge Wallon the difficult *Col de la Badette* (8868 ft.) leads in 6 hrs. to Panticosa (guide necessary) through the *Bramatuero*, a trackless wilderness of snow-slopes and tarns.

Ascents. The *Pic de Viscos* (7025 ft.), climbed in 4 hrs. viâ the Pène-Nère (p. 405) and the E. side of the ridge, and the *Cabaliros* (7655 ft.), ¾ hr. from the inn near the Col de Contente, are two easy ascents, both commanding splendid views. The *Soum de Monné* is ascended in 4½ hrs. viâ the Plateau de Cambasque (p. 405) and the Cabanes de Cinquet. The first summit (8921 ft.) is a great deal easier than the second (8937 ft.).

The ***Pique-Longue du Vignemale** (10,821 ft.; 9 hrs.; good guide essential), the highest summit of the Pyrenees in France, and chief of the nine peaks of the Vignemale, is the best of the major ascents from Cauterets, and presents little difficulty to the experienced climber. The night before the ascent should be passed at (6 hrs.) the *Refuge Baysselance* (see above), or at the *Grottes Russell*, at the foot of the glacier. In early summer the ascent is made across the beautiful *Glacier d'Ossoue;* later in the year a detour must be made round its S. edge by the two crests of *Mont Ferrat* (10,325 and 10,578 ft.). The descent is sometimes made to (5 hrs.) *Boucharo* (Bujaruelo) in Spain. From the summit, a pyramid of black rock amid the snow, nothing is seen save a wilderness of peaks extending to the horizon. Other peaks which may be climbed from the Refuge Baysselance are the *Pic d'Araillé* (9055 ft.; alternative ascent from the Lac d'Estom, p. 405) and the *Pic de la Sèbe* (9781 ft.), each taking 1¾ hrs.—The *Grande-Fache* (9863 ft.) is ascended in 2½ hrs. from the Refuge Wallon (see above) viâ the lake and *Col de la Fache* (8983 ft.), which separates it from the *Petite-Fache* (9699 ft.).—The *Pic de Chabarrou* (9551 ft.; 4½ hrs.) is reached from the Lac de Gaube (p. 405) viâ the *Lac de Chabarrou* (7487 ft.), by a track ascending on the right before the upper cascade of *Splumous* (p. 405). The descent may be made through a gap in the N.E. ridge which leads by the Vallée de Poueytrémous to the Escalier de Pourterre (see above).—The *Grand-Barbat* (9216 ft.), 1½ hr. S.W. of the Lac d'Illéou (p. 405) commands a wide view.

Among the summits S.E. of Cauterets the **Pic d'Ardiden** (9804 ft.) best repays the trouble of the ascent. The most interesting route (8 hrs.; guide necessary) leaves the Col de Riou path (p. 405) at the plateau of Lisey and follows the ridge S. viâ the Lacs d'Ardiden. Another route (7½ hrs.) leaves the Vallée de Lutour before the Lac d'Estom and ascends the Ruisseau de Lanusse (W.) to the *Refuge Russell* (6550 ft.; 25 beds). From the refuge we may ascend also the *Soum de Cestrède* (9669 ft.; 3½ hrs.) or the *Pic de Pébignaou* (9715 ft.; 4½ hrs.), or cross the *Col des Culaous* (8760 ft.) to (7 hrs.) *Gèdre* (p. 408).

From Cauterets by the Route des Pyrénées to *Eaux-Bonnes* and *Biarritz*, see pp. 401, 395; to *Luz, Bagnères-de-Bigorre*, and *Luchon*, see pp. 411, 414.

B. From Lourdes to Luz-St-Sauveur and Gavarnie

Railway to Luz, 21 m. (34 km.), times and fares as for Cauterets (see p. 402); thence Autocar in summer to (12 m.) *Gavarnie*. Carriages are changed at Pierrefitte, where the electric mountain railway begins. Autocars from Lourdes to Luz and Gavarnie, see p. 389.

From Lourdes to (13 m.) *Pierrefitte-Nestalas*, see pp. 402, 403. Our electric railway diverges from the Cauteret line at (13½ m.) *Nestalas*, crosses the Gave de Pau, and ascends the right bank.—Beyond (15 m.) *Soulom*, with its fortified church, the valley narrows into a dark ravine, but at (18½ m.) *Pont de la Reine* it widens. The Pic de Viscos looms up on the right, the village of Saligos is half seen on its wooded hill to the left, and, soon after, the charming vale of Luz with its poplar-shaded meadows opens out on either hand. We cross the Gave and traverse the village of *Sère*, which has a very ancient church.—21 m. (34 km.) **Luz-St-Sauveur,** the terminus of the railway, serves the two chief places in the valley, as well as being the nearest station to Barèges (p. 411).

LUZ (2245 ft.), reached from the station by a bridge across the Bastan, is a typical Pyrenean town (1503 inhab. with St-Sauveur) enlivened by the stream of tourist traffic on the way to Gavarnie and Barèges.

Hotels. De l'Univers, R. 10, L. 10, D. 12, pens. 30 fr.; de Londres, R. 12, L. 10, D. 12, pens. 28 fr.; Terminus, R. 8, L. 9, D. 10, pens. 28 fr.; Excelsior-Chalet, L. or D. 10, pens. 25 fr.—Pens. Poeymidanet, 25 fr.; Dufau, 20 fr.

Autocars. Luz is on the Cauterets–Luchon section of the Route des Pyrénées (p. xxviii) and is traversed by excursion cars from Pau, Lourdes, etc., to Gavarnie (p. 409).

Syndicat d'Initiative, Magasin des Templiers, Place de l'Église.

Luz is remarkable for its *Church, a fortified building of the 12–13th cent. erected by the knights of St. John of Jerusalem, surrounded by a crenellated rampart with several lines of loopholes. The church itself is defended by battlements (16th cent.) with arched openings. A square tower adjoins the apse, and another tower on the N., beneath which is the entrance, connects the main building with the rampart. The N. portal is a good example of 12th cent. work, and on the S. side is a large 16th cent. chapel with a curious stoup. Within the N. tower is a small collection of antiquities (2 fr.).

About 1¼ m. S.E. of Luz, on the opposite bank of the Gave de Pau, is **St-Sauveur-les-Bains** (2400 ft.; *Hôt. des Princes et des Bains*, open always, R. 15, L. 14, D. 15, pens. 30 fr.; *de France, de Paris*, pens. 28 fr., open May 15th–Oct. 15th), a quiet little spa with warm sulphurous waters and two 'établissements.' The bold *Pont Napoléon* (1860), across the Gave a little upstream, commemorates the visit of Napoleon III and his empress.

The best view of Luz and St-Sauveur is gained from the *Chapelle Solférino* ¼ hr. S. of Luz (guide-post behind the church). The ruined *Château de Ste-Marie* (14–15th cent.) crowns the hill ¼ hr. N. of Luz.

Besides the classic excursion to Gavarnie and the ascent of the Pic de Bergons (see below) the following Excursions from Luz will be found interesting. The *Soum de Néré* (7878 ft.; N.E.) is ascended in 5 hrs. by following the Barèges road to (3 m.) *Sers*, where we turn to the left and ascend viâ the huts of *Arbéouse* (5850 ft.) and the *Col d'Arbéouse* (7105 ft.). The summit commands a fine view. Adders are numerous in summer.—*Fabian* (p. 417), in the Vallée d'Aure, may be reached in 9 hrs. (guide necessary), either viâ the valley of the Lise (S.E.), the

Col de Pierrefitte (8100 ft.), the *Hourquette de Bugarret* (8895 ft.), and the lakes of *Cap-de-Long* and *Orrédon* (p. 417); or viâ *Pragnères* (see below) and the *Hourquette de Bugarret*.

From Luz to Barèges and *Bagnères-de-Bigorre*, see p. 411; to *Cauterets* by road, see pp. 407, 403, by the Col de Riou, see p. 405.

From Luz to Gavarnie, 12 m. (19½ km.), by road. Autocars in summer, 15 fr. return; carriage, 15 fr. return.—This splendid road ascends the steep valley of the Gave de Pau, leaving on its right the Pont Napoléon (see above), and climbs the E. flank of the *Pic de Bergons* (6892 ft.; easy ascent from Luz church, viâ Asté, in 3½ hrs.). We soon plunge into a rocky gorge, at the end of which is the *Cascade du Lassariou* (r.), dominated by the *Pic Barbe de Bouch* (9574 ft.). After (3 m.) the *Pont de Sia*, across the Gave, we enter a second rugged gorge and come into view of the Piméné with the mighty Marboré on its right.—Beyond the *Pont Desdouroucat* we reach (4½ m.) *Pragnères*, at the mouth of the Vallée Barada (l.) leading up to the Hourquette de Bugarret (see above). The Pic d'Estaubé is seen on the left of the Piméné. As we ascend towards Gèdre the Marboré again comes into view with the ridge broken by the Brèche de Roland on its right.—7 m. **Gèdre** (3265 ft.; *Hôt. de la Grotte*, R. 8, L. 10, D. 12, pens. 20 fr.; *des Pyrénées*, R. 6, L. or D. 10, pens. 20 fr.; guides) stands at the confluence of the Gave de Pau and the Gave d'Héas. The latter stream issues from a fissure called the Grotte de Gèdre (adm. 50 c.).

To the W. of Gèdre rises the *Plateau de Soumaoute* (1½ hr.), commanding a fine view of the Cirques of Gavarnie and Troumouse. The *Pic de Soumaoute* (7523 ft.) is 1½ hr. farther.

From Gèdre to the Cirque de Troumouse, bridle-path, 7–8 hrs. with return. The track ascends to the left from the Gavarnie road 1 m. above Gèdre (short cuts) and keeps above the left bank of the Gave d'Héas, traversing a wilderness of rocks called the Peyrade de Benqué.—70 min. *Pont de Souarou*, across the Gave. On the right, farther on, the *Vallée d'Estaubé* opens out on the right. Edelweiss and saxifraga pyramidalis may be found on the left of the cascade at its mouth, and from the cirque at its head the *Port de Pinède* (7992 ft.) leads to the Spanish Vallée de Pinède and (9½ hrs.) *Bielsa*.—We traverse the Peyrade d'Héas and pass (l.) the *Caillou de l'Araillé*, a rock surmounted by a statue of the Virgin.—1¾ hr. *Héas* (4856 ft.) is 10 min. below *Notre-Dame-d'Héas* (5076 ft.; Inns; guides and mules for hire), a hamlet surrounding a chapel (restored) built in 1717–24 in honour of the miraculous appearance of the Virgin on the Caillou de l'Araillé (see above). About 300 yds. farther on, opposite a barn, we cross to the left bank of the torrent, and thence ascend to the foot of the precipice of *Mont Herrand* (9151 ft.). After crossing the Ruisseau du Maillet we enter the ***Cirque de Troumouse,** a wild amphitheatre of mountains, at whose head rises the *Pic de la Munia* (10,335 ft.; 5½ hrs. from Héas; difficult), on the left of which are the *Serre Mourène* (10,217 ft.) and the *Pic de Troumouse* (10,125 ft.). The track goes on, keeping to the right of a figure of Our Lady of the Snows, and, following the base of the Pic de Gabiétou (r.), crosses the Ruisseau du Cot by stepping-stones. Hence we proceed due E. towards the twin cones of the Sœurs de Troumouse, from near which we enjoy the best view of the cirque. Good walkers may go on hence to make the tour of the cirque (4 hrs. by a rough and intermittent path, dangerous in mist) viâ the *Lac de las Aires*, returning above the right bank of the ravine of *Touyères*.

Ascents from Héas. Besides the Munia (see above), the following climbs are made viâ the *Col de la Sède* (2 hrs.; 8690 ft.; easy): the *Pic Gerbats* (9580 ft.; 4 hrs.), and the *Pic de la Géla* (9344 ft.; 2¾ hrs.; view). The *Pic des Aiguillons* (see below) is 4½ hrs. N.E.—Passes. The *Canaou de Troumouse* (9190 ft.), in the

Nay
Coarraze
Bruges
Asson
Montaut
Tarbes
Tarbes
Bétharram
St Pé
Loucrup
Arudy
Arthez d'Asson
LOURDES
G.de Jer
Arrodets
Male Tadie
1527
1508
Pra deu Rey
Pic Merdanson
Castet
P. de l'Estibette
1092
Asté-Béon
Perrières
17575
1470
Salles
1871
Soum de Grum
Arbéost
Gaxost
Aspin
Aydius
Labassère
Fontaines sulfureuses
Aspin
Aydius
Aubisque
1710
P. de Bazès
Col de Soulor
Argelès
Aytos-Arbouix
1802
P. Montaigu
2341
Ste M
Eaux-Bonnes
Eaux-Chaudes
Arrens
Col de Piétal
Pierrefitte-Nestalas
Chiroulet
P. du Midi de Bigorre
2877
P. de Gor
2612
Cabaliros
Estaing
L. d'Isabe
L. Bleu
Bastan
2114
Col du Tour
Gabas
le Limaçon
CAUTERETS
Col de Riou
la Raillère
BAREGES
L. Migouélou
L. d'Artouste
Pt d'Espagne
St Sauveur
LUZ
2500
MASSIF DE NEOUVIELLE
3092
Pragnères
L. de Caube
Port de Marcadau
Col du Pourtalet
1758
P. de Culaous
P. Long
3194
Pal
Pt d'Enfer
Bains de Panticosa
3298
VIGNEMALE
Gédre
Sallenc
Tourg d'Ossoue
N.D. de Héas
P. de
Pimené
2803
Cirque de Troumouse
Pt de Plaläube
GAVARNIE
Panticosa
Pt de Gavarnie
Cirque de Gavarnie
Pt de Pinede
Pic de Tendenera
2850
Boucharo
Bujaruelo
Brèche de Roland
3253
P. du Manboré
3352
Mt Perdu
Ordessa
2470
Col de Niscle
Biescas
Yesero
Torla
Vallée d'Arrasos
Cinca
Col de Cotefablo
P. de Buey
Broto
Fanlo
Escoain
la Fortunada
Senegué
Vellos
Javierrelatre
Sarvinanigo
Fiscal
Escalona
1791
Ste Marina
Peña de Canzias
Albella
Janovas
Labuerda
Huesca
Boltaña

12-20 Imp. Dufrénoy, Paris.

S.W. wall of the Cirque de Troumouse, leads to the Vallée de Pinède and (7½ hrs.) *Bielsa* (p. 417); the *Hourquette d'Héas* (8530 ft.), at the head of the Vallée d'Aguila, leads in c. 6 hrs. to *Aragnouet* (p. 417).

From Gèdre to the Vallée d'Aure. A. Viâ the *Port de Campbieil* (8514 ft.), 6½ hrs. to Aragnouet (p. 417), by an easy bridle-path up the Vallée de Campbieil (E.). From the col the *Pic des Aiguillons* (9712 ft.) is an easy climb of ½ hr.—B. Viâ the *Hourquette Badet* (9850 ft.), 9 hrs. to Fabian (p. 417; guide necessary), passing the Lac d'Orrédon (p. 417). From (4 hrs.) the Hourquette we may ascend the *Pic de Campbieil* (10,417 ft.; 1¼ hr.; easy) or the dangerous *Pic Long* (10,480 ft.; c. 2½ hrs.; view), the highest of the Pyrenees entirely in France.—C. Viâ the *Hourquette d'Héas*, see above.

From Gèdre to *Cauterets*, see p. 406.

The Gavarnie road beyond Gèdre zigzags up the lower slopes of the Montagne de Coumélie, leaving the track to Héas on the left. We pass (r.) the cascades of Pagaloup and Arroudet, the latter at the mouth of the Gave d'Aspé. After the stony Chaos de Coumélie and (9½ m.) a roadside refuge, the summits of the S. wall of the Cirque de Gavarnie begin to appear, and the Tuc d'Allanz, or Pain de Sucre, is conspicuous on the left. On the right, at the head of the Vallée d'Ossoue, the Vignemale is seen. Passing the post office and a statue of Count Russell (1834–1909), the 'pyrénéiste,' we cross the Gave, and the whole expanse of the Cirque de Gavarnie is seen for the first time.

12 m. (19½ km.) **Gavarnie** (4430 ft.), a village of hotels and guides' houses, is by far the best centre for mountain climbs and winter sports in the Pyrenees, within easy reach of ascents of every degree of difficulty. Its magnificent Cirque, unsurpassed by any of the beauties of the Alps, is deservedly the most famous of all Pyrenean wonders.

Hotels. In the village: Du Vignemale (May 1st–Oct. 1st), R. 20, L. 15, D. 16, pens. 45 fr.; des Voyageurs, R. 8, L. 12, D. 14, pens. 30 fr.; du Marboré (Apr. 1st–Dec. 1st), R. 10, L. or D. 14, pens. 35 fr. At the Cirque; Du Cirque et du Pont-de-Neige (May 1st–Oct. 15th), R. 12, L. 12, D. 14, pens. 30 fr.—Furnished Rooms, *Maison Henri Passet*.

Guides. A list of guides (1st and 2nd class) licensed by the Club Alpin Français is obtainable at the hotels.

Horses and Mules. Tariff fixed by the *Syndicat des Loueurs*.

The road to the Cirque (1–1¼ hr.), leaving the Hôtel du Vignemale on the left, ascends the left (W.) bank of the Gave, which it crosses on a stone bridge beyond (10 min.) the hamlet of *Rivière-Dessus*. We soon mount above the right bank, descend, and mount again to the two buildings of the Hôtel du Cirque. From here we enjoy the finest view of the ****Cirque de Gavarnie,** a colossal amphitheatre, 2 m. in diameter, whose vertical walls rise in three terraces to a height of 4000–5600 ft. The almost horizontal line of the summit (c. 9000 ft.) is broken by some half-dozen peaks. At the E. end is the Pic d'Astazou (10,107 ft.), then come the four summits of the Marboré—the Pic (10,673 ft.), the Epaule (9964 ft.), the Tour (9902 ft.), and the Casque (9863 ft.); to the W. are the notches of the Brèche de Roland (9200 ft.) and the Fausse Brèche (9672 ft.), and in front of the Pic de

Taillon (10,302 ft.) stands the Pic des Sarradets (8990 ft.). To obtain a thorough appreciation of the majesty of the Cirque visitors should go on to (1 m. from the hotel) the *Grande-Cascade, a lovely waterfall, 1385 ft. high, by which the waters of the Glacier de la Cascade hurl themselves to the base of the precipice. When the snow is melting there is a single fall, after July there are two. At the foot of the fall (keep away from the walls of the Cirque on account of falling stones) the torrent tunnels through a mass of hardened snow, which forms the well-known *Ponts de Neige*.

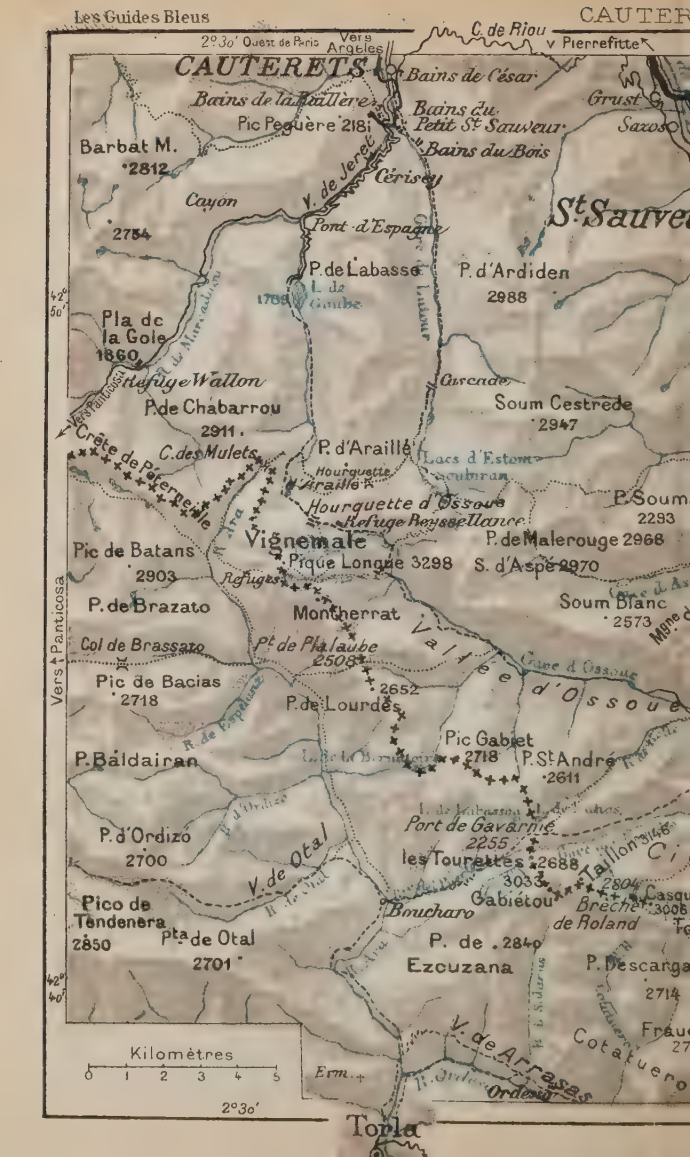
The best of the easy walks around Gavarnie (2½ hrs.) follows the Chemin d'Espagne (starting from the church) above the left bank of the Gave to (50 min.) the *Terrasse des Entortes*, the lowest terrace of the Vallée de Pouey-Espée, which commands a splendid *View of the Cirque. The return may be made viâ the *Sentier St-Saud*, which descends on the left near two small cairns.—Other attractive walks lead to (10 min. N.) the *Cascade Lapaca* and (40 min. N.W.) the *Bois de St-Savin* in the valley of Ossoue, which affords a good view of the Vignemale.

Longer Excursions. To the Vallée d'Arazas and back, a fine mountain walk of two days (bridle-path all the way; guide useful). From the Terrasse des Entortes (see above) we bear S.W. up the left bank of the Gave des Tourettes, in view of the glaciers of the Gabiétou and the Taillon opposite. At (3½ hrs.) the *Port de Gavarnie* or *de Boucharo* (7390 ft.) we cross the frontier into Spain and soon after begin the descent of the Rio Ara.—4½ hrs. *Bujaruelo* or *Boucharo* (4350 ft.), a hamlet with the Spanish custom house and an apology for an inn, is at the E. foot of the *Tendeñera* (9350 ft.; 6 hrs.).—Beyond the chapel of *Santa Elena*, in a wooded gorge, we cross to the left bank of the stream, and, immediately before (5½ hrs.) the bridge of *Puente de los Navarros* (3517 ft.), ascend a zigzag path on the left, leading up the *Valley of Arazas, which has recently been reserved as a *Spanish National Park*.—7½ hrs. **Ordesa** (4305 ft.; two chalet-inns, clean with good cooking) affords quarters for the night. Travellers with time to spare may ascend the main valley to the *Cueva de Arazas*, passing on the left the red walls of the cirque of *Cotatuero*. Climbers may return from the Cueva to Gavarnie (9 hrs.) viâ the huts of *Gaulis* and the *Brèche de Roland* (see below).—The return from Ordesa is made by the path on the opposite bank of the valley, which leads to (1¾ hr.) *Torla* (3380 ft.), an old village with smoke-blackened houses of the 14–16th cent., where courteous hospitality may be obtained at the manor-house of the Marquis de Viu. Thence we ascend the Rio Ara, rejoining the first day's route at (3 hrs.) the *Puente de los Navarros* (see above).

The route to the Brèche de Roland and the Col du Taillon (c. 9 hrs. return; guide essential) leaves Gavarnie by the Boucharo road (comp. above) and, crossing the Gave des Tourettes, ascends the W. side of the Pic des Sarradets by the stream descending from the Glacier du Taillon. In c. 4 hrs. we reach the snowy *Col Occidental des Sarradets* (8596 ft.), whence a straight climb leads to (4½–5 hrs.) the **Brèche de Roland** (9200 ft.), a cleft c. 350 ft. deep and 130–200 ft. wide in a rock wall 80 ft. thick, said to have been hewn by the paladin Roland with one blow of his sword Durandal. An inscription at the S. end of the left wall records the visit of the Duchesse de Berry (1828). Following the Spanish side of the frontier W. for 50 min. we reach the *Fausse-Brèche* (9672 ft.), near which is the '*Villa Gaurier*,' a comfortable rock shelter for 6–7 persons, discovered by the Abbé Gaurier. The *Col du Taillon* (9174 ft.), ½ hr. S.W. of the Brèche, affords a splendid prospect of the back of the Cirque, of Mont Perdu, and of the Spanish sierras. The return to Gavarnie may be made viâ the Brèche and the *Fontaine des Sarradets* (7875 ft.; good water), whence a couloir on the E. side of the Sarradets descends into the Cirque.

Ascents. The **Piméné** or *Pic Méné* (9197 ft.; 3½ hrs. E.; guide useful) is reached by the bridle-path to the *Col du Piméné* (8265 ft.) and the N. arête (narrow cornices). The *Taillon* (10,302 ft.; dangerous) is reached in 6½ hrs. viâ the Fausse-Brèche (see above) or in 5 hrs. viâ the *Col du Gabiétou*, E. of the Port de Gavarnie (see above). The *Gabiétou* (9951 ft.) takes ¾ hr. from the col.

The **Pic de Marboré** (10,673 ft.), a fine climb of 6½ hrs., is reached viâ the


2°30' Ouest de Paris
Vers Argelès
C. de Riou
Pierrefitte
CAUTERETS
Bains de César
Bains de la Raillère
Pic Peguère 2181
Bains du Petit St Sauveur
Grust
Sazos
Barbat M. 2812
Bains du Bois
Cérisey
V. de Jerez
Cayon
2754
Pont d'Espagne
St Sauveur
P. de Labasse
P. d'Ardiden 2988
Pla de la Gole 1860
Refuge Wallon
P. de Chabarrou 2911
Soum Cestrede 2947
Crête de Peyreget
C. des Mulets
P. d'Araillé
Hourquette d'Araille
Hourquette d'Ossoue
Refuge Reyssellance
P. Soum 2293
Pic de Batans 2903
Vignemale
P. de Malerouge 2968
Pique Longue 3298
S. d'Aspé 2970
Refuges
P. de Brazato
Montferrat
Soum Blanc 2573
Col de Brassaro
Pt de Plaiaube 2508
Vallée d'Ossoue
Pic de Bacias 2718
2652
P. de Lourdes
Pic Gabiet 2718
P. Báldairan
P. St André 2611
P. d'Ordizo 2700
Port de Gavarnie 2255
les Tourettes 2688
Taillon 3146
3033
Gabiétou
2804
Casq
Pico de Tendenera 2850
Pta de Otal 2701
Bouchero
Brèche de Roland 3006
P. de 2849
Ezcuzana
P. Descarga 2714
Cotatuero
Kilomètres
0 1 2 3 4 5
Erm.
Ordesa
2°30'
Torla

d'après la carte des Pyrénées de Fr. Schrader.

10-28 Imp. Dufréchoy. Paris.

Brèche d'Allanz (7970 ft.; 2½ hrs.; bridle-path), the *Brèche de Tuque-Rouye* (4 hrs.; 8777 ft.), and the *Col du Cylindre* (6 hrs.; 10,070 ft.). On the French side of the Brèche de Tuque-Rouye, between the *Pic de Pinède* (9365 ft.) and the *Astazou* (10,107 ft.), is the inadequate *Refuge Lourde-Rocheblave*, a base for the dangerous ascent of the *Cylindre de Marboré* (10,915 ft.; 2½ hrs.) and for the **Mont-Perdu** (10,998 ft.; 1½ hr.) in Spain. The ascent of the *Vignemale* (p. 406) by the valley of Ossoue takes c. 7 hrs.

From Gavarnie to *Cauterets* by the Hourquette d'Ossoue, see p. 405; by the Col d'Estom-Soubiran, see p. 405.

C. From Cauterets to Bagnères-de-Bigorre

44 m. (71 km.) AUTOCARS of the Route des Pyrénées in 5 hrs. on Mon., Wed., and Sat. (June 27th–Sept. 28th); daily from July 14th–Sept. 11th (46 fr.; to Luz, 16 fr.; to Barèges, 22 fr.).

Cauterets, see p. 403; thence viâ *Pierrefitte* to (14¼ m., 23 km.) **Luz** the road follows the railway (pp. 403, 407).—Leaving Luz the Route des Pyrénées turns E. up the valley of the Gave de Bastan. On the left are the Château de Ste-Marie and the Soum de Néré.—17 m. *Betpouey*.—19¼ m. (31 km.) **Barèges** (4100 ft.; *Hôt. de Richelieu et d'Angleterre*, R. 8, D 12, pens. 28 fr.: *Teinturier*, R. 5, D. 10, pens. 25 fr.; *de France*), a mere hamlet in the commune of Betpouey, is frequented as a health resort and as a climbing centre in June–Sept. Its waters (90–106° Fahr.), impregnated with barégine,' a nitrogenous substance, are efficacious for skin diseases and severe wounds, and first came into vogue after the visit of Mme de Maintenon and the Duc du Maine in 1677. It was formerly much exposed to avalanches, but plantations and embankments have to some extent averted the danger.

The *Promenade Horizontale*, above the village to the S., skirts the base of the Montagne d'Ayré; numerous side tracks ascend through the beech forest of Barèges to the *Plateau de Lienz* (rfmts.; view of the Pic du Midi de Bigorre and the Néouvielle).—The *Midaou*, ascended in c. 2 hrs., is the avalanche path on the N. side of the valley. Its upper part affords a fine view of the Néouvielle, the Pic d'Ardiden, and the Soum de Néré.

ASCENTS. The ***Pic du Midi de Bigorre** (9440 ft.), N.E. of Barèges, is climbed in 4–4½ hrs.—We follow the Col du Tourmalet road as far as (1½ m.) the *Pont de Tournabout*, the second of two little bridges across the Gave de Bastan, and then zigzag up the right bank to (1¾ hr.) the *Cabanes de Thou* (6370 ft.), near a fallen column erected in 1839 in honour of the Duc de Nemours. Beyond the column the path disappears, but striking N.N.W., we soon pick it up again before it enters a ravine. We soon come in sight of the old hotel (partly destroyed during the War and now a refuge) and two tarns, the larger of which is the *Lac d'Oncet* (7343 ft.). Leaving the lake on our left we reach (2¾ hrs.) the refuge, on the *Hourque des Cinq-Cours* (7802 ft.), where we join the route from Bagnères. Thence to the summit, see p. 414.

The next best ascent is that of the **Néouvielle** (10,145 ft.; 6 hrs. E.S.E.; guide desirable), reached viâ the Pont de la Gaubie, on the Tourmalet road (p. 412), the *Lac d'Escoubous* (2 hrs.; 6395 ft.), and a path between the *Lac Blanc* and the *Lac Tracens*, E. of which rises the *Pic de Madamette* (8330 ft.). Beyond the *Lac Nègre* (7200 ft.) we ascend to (3¼ hrs.) the *Col d'Aure* (8200 ft.), also called the Col d'Aubert or Col Pêcheur, whence an easy snow-slope leads S.W. to the summit. The bridle-path goes on beyond the Col d'Aure to (3¼ hrs.) *Fabian* (p. 417), viâ the *Lac d'Aumar* (7195 ft.) and the *Lac d'Orrédon* (p. 417). The ascent of the Néouvielle by the valley and lakes of *Glaire* is impracticable before July.—Other ascents include the *Soum de Néré* (p. 407; 3¾ hrs. viâ Sers); the *Pène-Blanque* (8630 ft.; 2¾ hrs. N.E.); and the *Pic d'Ayré* (7927 ft.; 3½ hrs.

S.).—*Pragnères* (p. 408) is reached in 8¼ hrs. viâ the Ruisseau de Bolou and the *Col de Rabiet* (Refuge Packe; 7933 ft.).

Beyond Barèges the road climbs the dismal and desolate valley, crossing (20 m.) the Ruisseau de Glaire and (22 m.) the Ruisseau d'Escoubous by the *Pont de la Gaubie*. Leaving on our left the Cabanes de Thou (p. 411), we begin the zig-zag ascent to (26 km.) the **Col du Tourmalet** (6933 ft.), the highest motor-pass in the Pyrenees, between the *Pic du Tourmalet* (8094 ft.; l.) and the abrupt *Espada* (8074 ft.). Looking backward, we catch a last glimpse of the distant Balaïtous. The descent on the E. side is equally dizzy and tortuous, as we approach the ravine of the Tourmalet, a feeder of the river Adour.—After (24 m.) *Tramezaïgues*, the first hamlet, the valley becomes greener, and at (32½ m.) *Artigue* (4900 ft.) we reach the terminus of the tramway from Bagnères (p. 413). Thence we descend the Vallée de Gripp to join the upper Adour at (35½ m.) *Ste-Marie-de-Campan* (3113 ft.).—For (39½ m.) *Campan* and (41 m.) *Beaudéan*, with their interesting churches, see p. 413.—44 m. (71 km.) **Bagnères-de-Bigorre**, see below

D. From Tarbes to Bagnères-de-Bigorre

Electric Railway, 13½ m. (22 km.) in 35–50 min. (6 fr. 75, 4 fr. 40, 2 fr. 80 c.), ascending the right bank of the Adour.—The Road (12½ m., 20 km.) ascends the left bank, viâ (8 m.) *Montgaillard*.

Tarbes, see p. 391.—At (2 m.) *Ampère-Vielle* the electric railway quits the line to Toulouse, and beyond (8½ m.) *Montgaillard* it runs parallel with the tramway from Lourdes (p. 390).—The 15th cent. church of (12 m.) *Pouzac* is surrounded by a 16th cent. rampart. The bell-tower is in the middle of the village. We cross the Adour.

13½ m. (22 km.) **BAGNÈRES-DE-BIGORRE** (1825 ft.), on the Adour, is an old-established health resort (6946 inhab.), whose praises were sung by Montaigne. It is frequented also as an excursion centre in both summer and winter, and it possesses important marble and slate-quarries. Among distinguished visitors in the past, besides Montaigne, were Froissart, Henri IV, Mme de Maintenon, Rossini, Prosper Mérimée, and Taine.

Hotels. Grand-Hôt. de Paris (Pl. a; C 3), d'Angleterre et Victoria (Pl. b; C 3), R. 15, L. 12, D. 14, pens. 30–35 fr., two good hotels on the Promenade des Coustous; de France (Pl. d; C 2), 7 Boul. Carnot, pens. 40 fr.; Frascati (Pl. e; B 2), Rue de Salies; Beau-Site (Pl. c; C 3), Place Lafayette, Régina (Pl. j; B 2), Place des Thermes, R. 8, D. 9, pens. 25 fr.; Vignes et de la Paix (Pl. f; C 3), 9 Rue de la République, L. or D. 9, pens. 25 fr.; Florida (Pl. k; D 3), Av. Joffre, R. 10, L. 8, D. 10, pens. 25 fr.; Family et du Bon-Pasteur (Pl. g; C 2 and B 3), des Thermes (Pl. l; B 2), Lutétia (Pl. m; D 3), R. 8–10, L. or D. 8–9 fr.

Pensions and **Furnished Villas** are numerous.

Post Office (Pl. B 2), Rue des Thermes.—Syndicat d'Initiative, with branch of the French Alpine Club (licensed guides) and the Ski-Club de Bigorre, Villa Théas (Pl. B 1).

Carriages, 10 fr. per hr. in the town.—Motor Cars, 1 fr. 75 (4 places) to 2 fr. 50 c. per km. (6 places); 25 c.

extra per km. for mountain drives; 50 per cent. increase after 10 p.m.

Amusements. *Casino* (July–Sept.) in the building of the Néothermes (Pl. C 1).—*Race Meetings* at the Hippodrome de Pouzac, on the road to Tarbes.—*Tennis Courts* in the Avenue du Salut.

The variety in the temperature and the chemical composition of the waters of Bagnères attracts a very large number of patients in the season (July–Sept.). The chief establishments are the *Thermes* (Pl. B 2), which contain also the town library and the Ramond library of books about the Pyrenees; and the *Néothermes* (Pl. C 1), in which is incorporated the Casino. Between the two stands the *Villa Théas* (Pl. B 1), occupied by the Syndicat d'Initiative and the MUSÉE (daily 9–11 and 2–5 in the season; other times on Sun. and Thurs., 1–4), which contains a few interesting pictures (79. *Jordaens*, Bambino; 127. *Salvator Rosa*, Death of Penthesilea; 26. *Ph. de Champaigne*, Portrait).

The Rue des Thermes leads from the Thermes into the old part of the town, passing (l.) a transitional doorway and some arches of the cloister of the church of *St-Jean* (Pl. B 2). In the Rues St-Jean and Montesquiou are some 16th cent. wooden houses, and in the Rue de l'Horloge is the Gothic tower of a Dominican monastery (Pl. C 2). The street opposite leads to the quaint *Place du Vieux-Moulin*, with its balconied Renaissance houses.

The PROMENADE DES COUSTOUS (Pl. C 3), the chief resort of the 'baigneurs,' is adorned with a bust of Alfred Rolland (1796–1864), chief of the Pyrenean poets. At the N. end rises the 14–15th cent. church of *St-Vincent* (Pl. C 3), with five tiers of arches on its façade. The Allées Tournefort, the southern extension of the promenade, the Rue d'Alsace-Lorraine, and the Avenue du Salut (Pl. A 2) lead S., passing two small bathing establishments and (l.) a bust of Louis Ramond (1753–1827), an early explorer of the Pyrenees, to end at (1¼ m.) the *Thermes du Salut*, with their café and tennis-courts.

Among the many pleasant walks around Bagnères may be mentioned the *Allées de Maintenon* (Pl. A 3), commemorating the visits of Mme de Maintenon in 1675–81; the *Allées Dramatiques*, leading thence W. to the col between *Mont Bédat* (2890 ft.) and *Mont Olivet* (2670 ft.); and the ascent (c. 1 hr.) of these two hills, viâ the Chemin and the Avenue de la Fontaine-Ferrugineuse.—A longer excursion, on the other bank of the Adour, leads to the *Palomières de Gerde* (turn to the right after the second bridge) and to *Asté*, which has a 16th cent. church and some fragments of an old castle.

FROM BAGNÈRES TO GRIPP, 11 m. (18 km.), tramway in 1 hr. from the Promenade des Coustous (S fr. 5, 3 fr. 20 c.), ascending the lovely valley of Campan.—3 m. *Beaudéan*, the birthplace of Dominique Larrey (1766–1842), surgeon-general of the 'Grande-Armée,' has a curious church tower (16th cent.).—4½ m. *Campan* (2200 ft.) has another curious mountain church and other 16th cent. buildings.—8 m. *Ste-Marie-de-Campan* (Hôt. Larrieu) stands at the junction of the main branch of the Adour with its tributary the Tourmalet, whose valley we ascend.—11 m. *Gripp* (3500 ft.; Hôt. des Voyageurs) and (11½ m.) *Artigue* (4900 ft.; Hôt. des Pyrénées; des Cascades), to which the tramway goes on in summer, are frequented for winter sports. On the other side of the main road is the *Cascade de Garet*, the valley above which leads up to the *Lacs de Caderolles*, amid splendid mountain scenery.

FROM BAGNÈRES TO THE LAC BLEU. Road to (12 m.) the Hôtellerie du Chiroulet. and bridle-path thence to the lake in 2 hrs.—The road diverges to the right from the main road a little above Beaudéan (p. 413) and mounts the narrow Vallée de Lesponne.—At (6½ m.) *Lesponne* (2450 ft.) cultivation ceases, and from (8½ m.) the *Cascade d'Aspi* (r.) a path on the left ascends to (4½ hrs. from Bagnères) the *Lac de Peyrelade* (6405 ft.), at the foot of the Pic du Midi.—12 m. The *Hôtellerie du Chiroulet* (c. 4000 ft.) adjoining the electric-light works of Bagnères, is the starting-point for the ascent of (2½ hrs.) the *Pic du Montaigu* (7681 ft.). A bridle-path on the left mounts to (2 hrs.) the **Lac Bleu** or *Lac Lhéu* (6460 ft.), a beautiful sheet of blue water in a frame of yellow rock, on the N. side of which is a tunnel, opened in dry seasons for the flooding of the Adour valley. A track runs hence to the E. across the *Col d'Aoube* (7875 ft.) and the Col d'Oncet to (2 hrs.) the *Pic du Midi* (see below).—From Le Chiroulet the track up the valley goes on to (2 hrs.) the *Cascade de l'Ouscouaou* and thence over (6 hrs.) the *Hourquette de Barané* (5900 ft.) to the Lac d'Isabi (p. 403; 6¼ hrs.) and *Pierrefitte*.

The ***Pic du Midi de Bigorre** (9440 ft.) is climbed in 6 hrs. from Artigue (p. 413; guide not essential) by bridle-path. The track, marked with guide-posts, mounts the Vallon de l'Arize, and crosses the torrent.—The track going straight up the valley crosses the *Col d'Anzi* (7100 ft.) and descends to Campan.—Our path climbs the Gorge des Cinq-Cours and at the col (4¾ hrs.) reaches the refuge-inn and joins the track from Barèges. Thence we go on by steep zigzags to (5¼ hrs.) the *Col du Laquet* (8530 ft.) and the summit, just below which is an *Observatory* (1881), which is the highest permanently inhabited abode in France (comp. p. 84). The N. side falls away in tremendous precipices towards the Lac de Peyrelade. The ****View of the Pyrenees and of the plain of Béarn (indicator) is unsurpassed. The descent may be made to Barèges (p. 411; 3 hrs.) or to Bagnères viâ the Lac Bleu (see above; 5 hrs.).

The *Monné* (4062 ft.) is climbed in 3 hrs. from the Allées Dramatiques or from Beaudéan (numerous easy paths).—The *Pène de Lhéris* (5226 ft.; interesting flora) takes 4½ hrs. viâ Asté (p. 413) and the bridle-path thence to (2½ hrs.) the *Cabane Tournefort*. The *Casque*, a cliff on the left, gives a remarkable echo. The longer and easier route hence goes to the left viâ the *Puits d'Arris* or *des Corneilles* (from the quantity of jackdaws' nests); the shorter stony track to the right is the *Pas du Chat*. The descent may be made due S. by the *Col de Lhéris* (4525 ft.) and the *Cabanes d'Ordincède* (4410 ft.) to (2½ hrs.) Campan (p. 413).

From Bagnères to *Lourdes*, see p. 390; to *Luz* and *Cauterets*, see pp. 412, 411.

FROM BAGNÈRES-DE-BIGORRE TO LUCHON, 45½ m. (73 km.), autocars of the Route des Pyrénées in 4½ hrs. on Mon., Wed., and Sat. (June 27th–Sept. 28th); daily from July 14th–Sept. 11th (48 fr. 50; to Arreau, 25 fr.).—From Bagnères-de-Bigorre to (8 m.) *Ste-Marie-de-Campan*, see p. 413. The road bears to the left up the main branch of the Adour, or Adour de la Séoube.—10 m. *La Séoube* ('silva').—At (12 m.) *Payolle* (Hôt. de l'Arbizon; du Col d'Aspin) we cross the Adour and begin a winding ascent. To the S., towards the *Pic de l'Arbizon* (9285 ft.) extends the green expanse (a fine ski-ground) of the *Camp Bataillé*, the legendary scene of a defeat of the Bigourdan Gauls by the proconsul Messala in 27 B.C.—The quarry of (13 m.) *Espiadet* furnished marble columns for the Grand Trianon, the Paris Opera, and the Royal Palace at Berlin. Short-cuts for walkers intersect the windings of the road.—16 m. (26 km.) The **Col d'Aspin** (4912 ft.; view indicator), between the *Monné* (5758 ft.; l.) and a wooded ridge, enjoys a fine view of the Vallée d'Aure backed by the Pez and the Clarabide, and, in the reverse direction, of the Pic du Midi de Bigorre.

A footpath on the right ascends in 1½ hr. to the crest of the ridge (5700 ft.), whence the view is far more extensive. Another 40 min. along the ridge brings

d'après le plan de Mr. Médebielle

12-20 Imp. Dufrénoy. Paris.

Cieutat
Loucrup
Lourdes
Tarbes
Orignac
Camp de Césat
Pouzac
la Crume
Uzer
Néuilh
Pont de Néuilh
Adour
Pont de Pierre
BAGNÈRES-DE-BIGORRE
les Salomières
Lies
Esconnets
la Croix Blanche
Vallée de l'Adounat
Mouliyet
814
Labassère
Bédat
881
Ardoisière
Sarrancea
Col de Ger
Bains de Salut
Gerde
Marsas
Castel Mouly
1162
Asté
Bagnos
Soulagnets
1091
1258
Plaine d'Esquiou
Moime
Médous
Serris
Beaudéan
Fontne Sulf.
Fontne Sulfureuse
1307
Couret
la Violette
St Paul
Cabane
Campan
Pène de Lhéris
1593
1380
Col de Lhéris
la Peyre
1740
Lésponne
Vallée de Lesponne
Canal d'irrigation
Adour
Cabanes d'Ordincède
Cascade de Mayoute
Pic de Mont-Aigu
2341
Peyras
Ste Marie
Cab.ne de Nabuo
Cabanes
Hount-Blanque
1954
Capadour
Hôtellerie du Chevaldet
Cab.ne de l'Aya
Aygue-Rouge
Granges de Capadour
Cab.ne d'Ardalos
1777
2165
2228
Balonque
Montagnette
2300
2220
Gripp
Lac Bleu
Lac de Peyrelade
1952
Pic du Midi de Bigorre
2877
Observat.re
Col d'Oncet
Sen Plantade
Hôtellerie
Artigues Deppé
Vallée de Gripp
1968
Lac d'Oncet
Col d'Aoube
Cascade de Garet
Routes carrossables et principales routes d'excursion
Chemins et sentiers de touristes
Kilomètres
English Miles
P. du Tourmalet
2467
Cab.ne de Toue
Col du Tourmalet
2122
Espade
2461
Luz

us to the *Hourquette d'Arreau* (4975 ft.), from which a path leads down in 1¼ hr. to Arreau (p. 416).

A succession of sharp curves brings the road down into the valley of the Neste d'Aure at (23½ m., 38 km.) **Arreau** (2290 ft.; p. 416), connected by railway and road with Lannemezan and by road with Aragnouet and the upper Vallée d'Aure.—The Luchon road ascends the valley of the Neste de Louron, passing (26 m.) the little spa of *Le Couret*.—27½ m. *Bordères* (2790 ft.) has a ruined 12th cent. castle, beyond which, at (30 m.) *Anéran-Camors*, we begin to climb the E. slope of the valley, of which we enjoy a charming view, with the old keep of Génost standing out on its hill. Beyond (32 m.) *Loudervielle* the ascent becomes more ardous and the landscape more severe. The bald crest of the Pic d'Oô is well seen on the right.—36 m. (58 km.) **Port de Peyresourde** (5070 ft.), a pass commanding a good prospect towards the mountains of Luchon.—At (38½ m.) *Cazeaux-de-Larboust*, with its little Romanesque tower, the road to Oô diverges on the right.—Beyond the fine old church of (41½ m.) *St-Aventin* (p. 420) we catch a glimpse of the Superbagnères hotel.—45½ m. (73 km.) **Luchon** (2070 ft.), see p. 419.

E. From Lannemezan to Arreau and Aragnouet

Railway from Lannemezan to *Arreau-Cadéac*, 16 m. (26 km.) in ¾–1½ hr. (8 fr., 5 fr. 20, 3 fr. 30 c.).

Road following the railway viâ La Barthe and Sarrancolin to (16 m.) *Arreau*, thence viâ (19½ m.) *Guchen* and either *Vielle-Aure* (r.) or *Bourisp* (l.) to (23 m.) *St-Lary* and (30½ m., 49 km.) *Fabian* (p. 417).—From Fabian a bridle-path ascends to (2 m.) *Aragnouet* (p. 417).

The **Vallée d'Aure**, through which this route passes, made up, with the neighbouring valleys of Magnoac, Neste, and Barousse, the *Pays des Quatre-Vallées*, an independent community under the suzerainty of the kings of Aragon, and, after 1398, of the Counts of Armagnac. In 1475 they attached themselves voluntarily to the crown of France, with the condition that they should always be directly under the king's command.

Lannemezan, see p. 392.—3½ m. *La Barthe-Avézac*, for the old village of *La Barthe-de-Neste*, once capital of the lower Neste valley.—11 m. *Sarrancolin* (Hôt. des Pyrénées) is a marble-quarrying village with remains of fortifications, and a 13th cent. church containing a fine reliquary (13th cent.) of Limoges enamel.—16 m. *Arreau-Cadéac* is the terminus of the railway.

Arreau (2290 ft.; *Hôt. d'Angleterre*, R. 8, D. 10, pens. 22 fr.; *du Maréchal-Foch*, R. 6, D. 10, pens. 20 fr.; *de France*, R. 4, D. 9½, pens. 18 fr.), the ancient capital (938 inhab.) of the Quatre-Vallées (see above), stands at the confluence of the Neste d'Aure, the Neste de Louron, and the Lastie, and is likewise on the Route des Pyrénées (comp. p. xxviii). The 15-16th cent. church retains the Romanesque door of a previous building, and in the quaint little *Grande Place* is a characteristic market-hall with wooden pillars. The Romanesque tower of the *Chapelle*

St-Exupère, on the quay of the Neste de Louron, adjoins a 16th cent. house.

Motor omnibuses run to (7 m.) *St-Lary* (2 fr. 60 c.; see below) viâ Vielle-Aure or Bourisp; to (8 m.) *Génost* (see below; 2 fr. 40 c.); and to (9½ m.) *Loudenvielle* (3 fr.).

By following the Louron valley viâ (8 m.) *Génost* and its ruined keep we may cross the frontier to (13 hrs.) *Vénasque* (p. 421) viâ the *Port de Clarabide* (8625 ft.; guide essential).

The Aragnouet road mounts the left bank of the Nest d'Aure (motor omnibus, see above).—1¼ m. *Cadéac-les-Bains* (omnibus from Arreau, 50 c.; Hôt. de l'Etablissement Fisse, pens. 20 fr.) is a little spa with two bath-houses, that on the right bank (Pens. de l'Etablissement Balès, 18 fr.) being approached viâ Arreau. A 12th cent. tower and a church with 11th cent. fragments are the only signs of antiquity.—At (3 m.) *Guchen* the road forks, the right branch passing (5½ m.) *Vielle-Aure* (Inns; 12th cent. church), the base for ascending (7¼ hrs. each) the *Pic de Lustou* (9925 ft.) and the *Pic Batoa* (9957 ft.).—The main branch to the left passes (5½ m.) *Bourisp*, whose church has an 11th cent. tower and a remarkable *Painting of 1592, representing the Seven Deadly Sins.—The two branches unite at (7 m.) **St-Lary** (2700 ft.; *Hôt. Pujol*), which has a Romanesque crypt to its church and an 11th cent. chapel.

The Rioumajou valley, diverging S.E. at Tramezaïgues, 2 m. upstream, leads to (3 hrs.) the *Hospice de Rioumajou* (5120 ft.; comfortless) and viâ (5 hrs.) the *Port du Plan* (bridle-path; 8060 ft.), on the frontier, to (8¾ hrs.) the *Plan de Gistaïn* (Casa del Sol posada). The easy *Port d'Ourdissetou* (7875 ft.) leads from the Hospice to (5¼ hrs.) *Bielsa* (see below).

The road up the narrowing Neste valley passes through the 18th cent. *Porte de Garetvielle* and ends at (14¼ m., 23 km.) **Fabian** (3615 ft.; *Chalet-Hôt. Fouga*), also called *Castets*.—A bridle-path goes on to (16 m., 26 km.) *Aragnouet* (4165 ft.), the highest village in the valley.

The beautiful ***Lac d'Orrédon** (6075 ft., C.A.F. refuge) is reached from Fabian in 1¾ hr. viâ the glen of the Neste de Couplan. For the passes thence to Barèges, Pragnères, and Gèdre, see pp. 411, 408, 409. From Fabian the *Port de Moudang* (8160 ft.; 8 hrs.) leads across the frontier to *Bielsa* (Posada Solans-Pellos); from Aragnouet we may reach (8 hrs.) Bielsa either viâ the Vallée de Saux and (3¼ hrs.) the *Port de Bielsa* (7887 ft.); or viâ (2 hrs.) the Cirque de la Géla, (4½ hrs.) the *Lac de Barroude* (shelter), and (5 hrs.) the *Port de Barroude* or *Paso de Barrosa* (8340 ft.).—From Aragnouet to *Gèdre*, see p. 409; to *Héas*, see p. 409.

F. From Montréjeau to Luchon

Railway from Montréjeau, 22½ m. (36 km.) in 50-60 min. (11 fr. 5, 7 fr. 25, 4 fr. 55 c.); through carriages from Paris viâ Toulouse, see p. 382.—The Road follows the railway.

Montréjeau, see p. 392. Our route runs S. and, at (3 m.) *Labroquère-St-Bertrand-de-Comminges*, crosses the Garonne, beyond which diverges (r.) the road to (2 m.) St-Bertrand-de-Comminges.

To the S. of (1 m.) **Valcabrère** is the old church of *St-Just* (footpath behind the modern church), the cathedral of the see of Comminges until the 11th century.

The churchyard is entered through a 12th cent. arch; the church itself has a 9th cent. choir and a nave of slightly later date. The side door is a beautiful work of the 12th cent., and behind the altar is a 14th cent. shrine.

The decayed city of **St-Bertrand-de-Comminges** (1690 ft.; *Hôt. de Comminges; Restaurant Pomian*), whose old houses cling close to the foot of the great cathedral, stands on a hill commanding the Garonne valley.

Founded in 72 B.C. as *Lugdunum Convenarum* by Iberians driven across the Pyrenees by Pompey's army, it gave its name to the surrounding *Pays de Comminges*, more correctly written *Cominge*. Destroyed by the Burgundians in 587 it was rebuilt by St. Bertrand de l'Isle-Jourdain (p. 366), bishop in 1075–1123, and was much enriched by Bp. Bertrand de Got (1295–99), afterwards Pope Clement V.

On the way up to the cathedral we pass several old houses and a porch of the *Bishops' Palace*. The *CATHEDRAL itself (Notre-Dame), whose stumpy tower is surmounted by a wooden belfry, is the finest church in the Pyrenees. We enter the Romanesque narthex (1120–40) by a curiously carved portal. Beyond the first bay the church is a Gothic building (1304–c. 1350) without aisles. At the W. end are a crocodile skin (? brought from the East by St. Bertrand), the tomb of Bp. de Griet (d. 1637), and a 16th cent. pulpit and organ-loft. The *Rood Loft, choir screen, and *Stalls (gratuity to the sacristan), begun in 1537 by Bp. Jean de Mauléon, are perhaps the finest of their period in France. In the *Ambulatory*, notable for its glass of 1539, is (N. side) the *Tomb (1450) of Bp. Hugues de Châtillon (d. 1352), beyond which is that of Bp. Bertrand de Miramont (d. 1258). At the E. end is the *Shrine of St. Bertrand (15–16th cent.). The last chapel on the S. contains good Flemish tapestries (16th cent.).

The *Treasury* contains an ivory crozier-staff, a mitre, and sandals said to have belonged to St. Bertrand.—To the S. of the church is a Romanesque *CLOISTER, with one 15th cent. arcade. The statues of Evangelists which serve as caryatides in the W. walk are curiously primitive in design.

Considerable remains of the Roman town wall can be seen in the vicinity of the 15th cent. *Porte Majou*, and on the Valcabrère road are other Gallo-Roman remains (shown on application).

The next station, (5 m.) *Loures-Barbazan*, serves the two small spas of *Barbazan* (¾ m. N.E.; Grand-Hôtel, R. 14, D. 12, pens. 35 fr.; Verdier, R. 8, D. 9, pens. 23 fr.; des Thermes, pens. 22 fr.) and *Loures-Barousse* (adjoining the station; Hôt. Verdier, R. 8, D. 9, pens. 22 fr.; Michel, de Paris, du Parc, pens. 20 fr.).—9½ m. *Saléchan* is the station for *Siradan* (1 m. N.; Hôt. des Thermes, R. 12, D. 10, pens. 25 fr.) and for (3½ m. W.) *Mauléon-Barousse* (Hôt. Sapène), the old capital of the Barousse, or valley of the Ourse (comp. p. 383).—10½ m. *Fronsac* has a castle of the counts of Cominge.—13 m. (21 km.) *Marignac-Cierp* (Hôt du Pic-du-Gar, R. 6, D. 8, pens. 18 fr.) is the station for the picturesque village of *Cierp*, ½ m. W., and for the Val d'Aran tramway.

FROM MARIGNAC TO PONT-DU-ROY, 8½ m. (14 km.), electric tramway in 1 hr. (2 fr. 35, 1 fr. 70 c.), ascending the *Val d'Aran*, the upper valley of the Garonne, as far as the Spanish frontier.—½ m. *Marignac*.—2½ m. **St-Béat** (*Hôt. de la Terrasse*, R. 6, D. 9, pens. 20 fr.; *du Pic-du-Gar*, R. 5, D. 7½, pens. 18 fr.), called the 'key of France,' from its strategic position in the Garonne valley, is famous for its white marble quarries, which furnished material for Trajan's Column at Rome and for the fountains at Versailles. It was the birthplace of Gen. Gallieni (1849–1916), the saviour of Paris in 1914. The 12th cent. *Church* is a relic of a priory, and the *Castle*, on a terrace above the village, marred by some unfortunate additions in 1856–60, dates from the 14th century.—The French customs house is at (7 m.) *Melles-Sérail*.—From (8½ m.) **Pont-du-Roy,** the terminus of the tramway, an omnibus plies up the Spanish part of the valley viâ (3 m.) *Lès* (Spanish customs; Hôt. des Bains) to (5 m.) *Bosost* (p. 422), where we join the road from Luchon (p. 421).

The railway now ascends the valley of the Pique, which it crosses repeatedly. After (18 m.) *Cier-de-Luchon* the valley opens out to form the charming Vallée de Luchon, encircled by wooded hills, behind which rises a line of mighty summits.

22½ m. (36 km.) **LUCHON** (2070 ft.), officially known as *Bagnères-de-Luchon*, is perhaps the most fashionable of Pyrenean resorts (3603 inhab.). Possessing the inevitable thermal springs, it attracts a large number of invalids, but the amusement of the healthy traveller is by no means forgotten. In addition to the entertainments and sports which may be enjoyed in the town and its immediate neighbourhood, the pure air of high altitudes and the depth of snow requisite for winter sports have been made easily accessible by the construction of the Hôtel de Superbagnères (p. 420).

Hotels (closed in winter unless otherwise stated). PYRÉNÉES-PALACE, Boul. Tron, R. 40, B. 5, L. 20, D. 25, pens. 80 fr., an hôtel de luxe; SUPERBAGNÈRES, see p. 420; BONNEMAISON, 81 Allées d'Etigny; SACARON, 65 Allées d'Etigny, R. 15, B. 5, L. 20, D. 22, pens. 60 fr.; VILLA CORNEILLE, Boul. Amédée-Fontan, R. 30, B. 4, L. or D. 15, pens. 50 fr.; DES THERMES ET RICHELIEU, open in winter, Rue des Thermes, R. 15, L. 15, D. 16, pens. 45 fr.; CONTINENTAL, 22 Allées d'Etigny, R. 15, L. or D. 14, pens. 45 fr.; ROYAL, 12 Cours des Quinconces, similar charges; GRAND, 79 Allées d'Etigny, L. 15, D. 18, pens. 40 fr.; TERMINUS ET ARNATIVE, open always, 40 Allées d'Etigny, adjoining the tramway station, R. 15, L. or D. 15, pens. 35 fr.; D'ANGLETERRE, 24 Allées d'Etigny, R. 15, L. 13, D. 15, pens. 35 fr.; DES BAINS, DE LA POSTE (open always), 75 and 29 Allées d'Etigny, R., L., or D. 12, pens. 35 fr.; BAQUÉ, 12 Allées des Bains, pens. 40–50 fr.; DE PARIS, 11 Cours des Quinconces, R. 12, D. 10, pens. 30 fr.; DE BORDEAUX ET PARDEILLAN, CENTRAL ET DU MIDI, 15 and 14 Allées d'Etigny, these two open always, R. 10, D. 9–10, pens. 28–30 fr.; DE LA PAIX, meublé, R. 10–15 fr., DE FRANCE, 19 and 10 Allées d'Etigny, pens. 25–30 fr.; etc.

Pensions and **Furnished Apartments** are numerous.

Restaurants at the Casino and the hotels.—TEA ROOMS in the Allées d'Etigny, at the Chaumière (p. 420) and at Sourrouilhe (p. 420).

Post Office, 28 Allées d'Etigny.—SYNDICAT D'INITIATIVE, 20 Allées d'Etigny.

Conveyances. CARRIAGES, 5 fr. per drive in the town, 8 fr. per hr.; to Montauban and Juzet, 5 fr.; to St-Mamet and Castelvieil, 5 fr.; to the Vallée du Lys, 60 fr.; to Bourg d'Oueil, 60 fr.; to the Val d'Asto, 60 fr.; to the Hospice de France, 80 fr. (the last four with return).—MOTORS, 2 fr. per km.—AUTOCARS and BRAKES to the Vallée du Lys, per place 15 fr.; to the Val d'Asto, 15 fr.; to the Val d'Aran, 45 fr.

FUNICULAR RAILWAY to La Chaumière, up or down 2 fr.—COG-WHEEL

RAILWAY to Superbagnères, 17 fr., 12 fr. 75 c.; return, 21 fr. 25 c., 17 fr.

Amusements. *Casino*, with dance-floor, theatre, gambling-rooms, etc.—*Race Meetings* in Aug. and Sept. at Moustajon on the Toulouse road.—*Golf Course* (9 hol s), Av. de Montauban, W. of the town.—*Tennis Courts* near the Pont de Montauban.—*Winter Sports* at Superbagnères and La Chaumière.

Guides. List of licensed guides with tariff at the section of the Club Alpin Français in the Syndicat d'Initiative.

The old village of Luchon, with its quaint narrow streets, clusters round the modern church of *Notre-Dame*, on the right bank of the One torrent. The modern tourist settlement, between the old village and the little river Pique, is intersected by the ALLÉES D'ETIGNY (comp. p. 357), a broad tree-planted boulevard leading to the Parc des Quinconces and the *Thermes* (1854–58), in which the sixty sulphur springs of Luchon are exploited. On the first floor of the *Casino* is the *Musée Lézat*, a collection of Pyrenean relief-maps, etc.

Superbagnères (**Hôtel*, R. 30, B. 5, L. or D. 25, pens. 65 fr.), reached from Luchon by cog-wheel railway (comp. p. 419) or on foot by the Av. de Superbagnères (3½ hrs.), is the name given to the plateau (5895 ft.) above Luchon, which to-day, with its hôtel de luxe, rivals Font-Romeu as the most comfortable summer and winter resort in the Pyrenees. The view is superb, especially from the N. side looking across the Vallée du Lys.

Other short excursions in the neighbourhood of Luchon include the steep ascent to the *Chaumière* (2535 ft.; restaurant; funicular railway, see p. 419), ½ hr. on foot; and the walks to the springs of *Sourrouilhe* (1 hr. with return) viâ the Av. de Larboust; to the old tower of *Castelvieil* on the Route de Vénasque, returning by the right bank of the Pique and the 16th cent. church of *St-Mamet* (1½ hr.); or downstream viâ Montauban to *Juzan* (waterfalls), returning viâ the railway station (1¾ hr.).

TO THE VALLÉE DU LYS AND GORGES D'ENFER, 6½ m. by road.—Following the Vénasque road, we pass between Castelvieil and the hill of Superbagnères and cross the Pique twice. After the second bridge (3 m.) or *Pont de Ravi* we turn to the right (W.) up the Lys valley and are joined by a path from Superbagnères. At c. 3½ m. the wooded Combe de Bounéou with its cascade, on the left, opens up the view of the Pic Sacrous (p. 422). The main valley turns S. and widens as we approach its head, and we soon come in sight of the grand Cirque de Crabioules, with the Lys falling in headlong cascades from the foot of its glacier.—6½ m. The *Hôtelleries du Lys* (3612 ft.; Hôt. des Délices; Pavillon des Cascades; ascents, see p. 422) are c. 5 min. from the *Cascade d'Enfer*, the lowest of the falls of the Lys. A path on the right ascends to (½ hr.) the Promontoire Hélène (small fee), the best point of view for the lovely *Cascade du Gouffre-Infernal*. Higher up we cross the Pont Nadié and keep to the wooded left bank to reach (1½ hr.) the stony cirque of the *Parc d'Enfer*, S. of which the Lys issues from a rock cleft called the *Rue d'Enfer*, passing beneath a snow-bridge.

TO THE LAC D'OÔ, 10 m., bad road to (8 m.) the Auberge d'Asto. Starting by the Av. de Larboust, we follow the Route des Pyrénées, crossing the One three times. Beyond a bridge over the Neste d'Oueil we pass (2¾ m.), the *Chapelle St-Aventin* and reach (3 m.) *St-Aventin*, whose *Church has a 12th cent. porch with capitals depicting the life of the saint, a Romanesque stoup, and other interesting details. At (4½ m.) a fork we leave the Route des Pyrénées and descend (l.) through *Castillon-de-Larboust*, a stronghold of the counts of Cominge, to reach the torrent of Astau or Asto at (6½ m.) *Oô* (3215 ft.), whose church has a Romanesque apse. The road ends at (8 m.) the inn of *Asto* (ascents, see p. 422),

where mounts may be hired for the rest of the journey. The glen of Médassolès, noted for its varied flora, ascends on the left; on the right is a cascade called the 'Chevelure de la Madeleine,' in the Val d'Esquierry, likewise rich in rare plants. —10 m. The **Lac d'Oô** (4912 ft.; Inn), or *de Séculéjo*, lies in a wild mountain basin and is fed by a waterfall whose surpassing loveliness has been marred by the new electric-light works of Luchon.

To BOURG D'OUEIL AND ARREAU, 20½ m. by road and bridle-path. This route leaves the Route des Pyrénées on the left at the Chapelle St-Aventin (p. 420) and ascends the Neste d'Oueil. The churches of (4 m.) *Benqué-Dessus*, (5½ m.) *St-Paul-d'Oueil*, and (7 m.) *Mayrègne* are interesting. From (10 m.) *Bourg-d'Oueil* (4440 ft.), whose inn occupies an old château, we may go on by bridle-path over (11 m.) the *Col de Pierrefitte* (6086 ft.; *View) to (17 m.) *Gèdre-de-Bareilles*, whence a road descends to (20½ m.) *Arreau* (p. 416), passing the church of (19 m.) *Jezeau* with its curious paintings.

To the PORT DE VÉNASQUE, RETURNING BY THE PAS DE L'ESCALETTE, bad road to the Hospice de France, 6½ m.; bridle-path thence to the Port, along the frontier to the Pas de l'Escalette, and back to the Hospice, a splendid mountain walk of 8 hrs., easy but fatiguing.—To (3 m.) the *Pont de Ravi*, see p. 420. We keep to the left here, and, at the Granges de Labach, keep to the left again, leaving on the right the path to the Cascade des Demoiselles and the Port de la Glère (p. 422).—6½ m. **Hospice de France** (4550 ft.; Inn and 'fruitière' in May–Sept.; ascents, see p. 422). Beyond the Hospice we bear to the right, avoiding the wooded Vallée de la Frèche, and ascending the Torrent de Vénasque. Beyond (7½ m.) the *Culet*, a rock cleft traversed by waterfalls (dangerous avalanches in spring), we enter (8½ m.) the wild Vallon de l'Homme, leaving on our right the four little *Lacs du Port de Vénasque*. The **Port de Vénasque** (8032 ft.; 10½ m. from Luchon), 2½ hrs. from the Hospice, is a narrow opening in the frontier ridge commanding a fine view of the Spanish Val de Vénasque and the Monts Maudits. The view from the *Pic de Sauvegarde* (8977 ft.; 1 hr. W.; easy) is even wider.—Leaving on our right the track which descends viâ (1 hr.) the *Hospice de Vénasque* to (3½ hrs.) *Vénasque* or *Benasque* (Hôt. des Touristes; du Casino), we bear to the left round the shoulder of the Peña Blanca.—We cross (1 hr.) the *Port de la Picade* (7907 ft.), a pass from which the prospect is restricted; it is worth while to diverge c. 5 min. to the right to view the Maladetta in all its mighty splendour.—After a short descent we leave on the right a tempting path which descends towards the Val d'Aran and ascend to the left to reach the *Pas de l'Escalette* (7875 ft.), by which we recross the frontier. Keeping along the frontier to the *Col de la Mounjoyo* (7818 ft.), which leads into the valley of Artigue-Telin (see p. 422), we descend to the left to (5½ hrs.) the Hospice de France (see above).

To the VAL D'ARAN, 9½ m. (15 km.) by rough road.—Crossing the Pique to *St-Mamet* (p. 420), we ascend its right bank, quit the main valley opposite Castelvieil, and mount

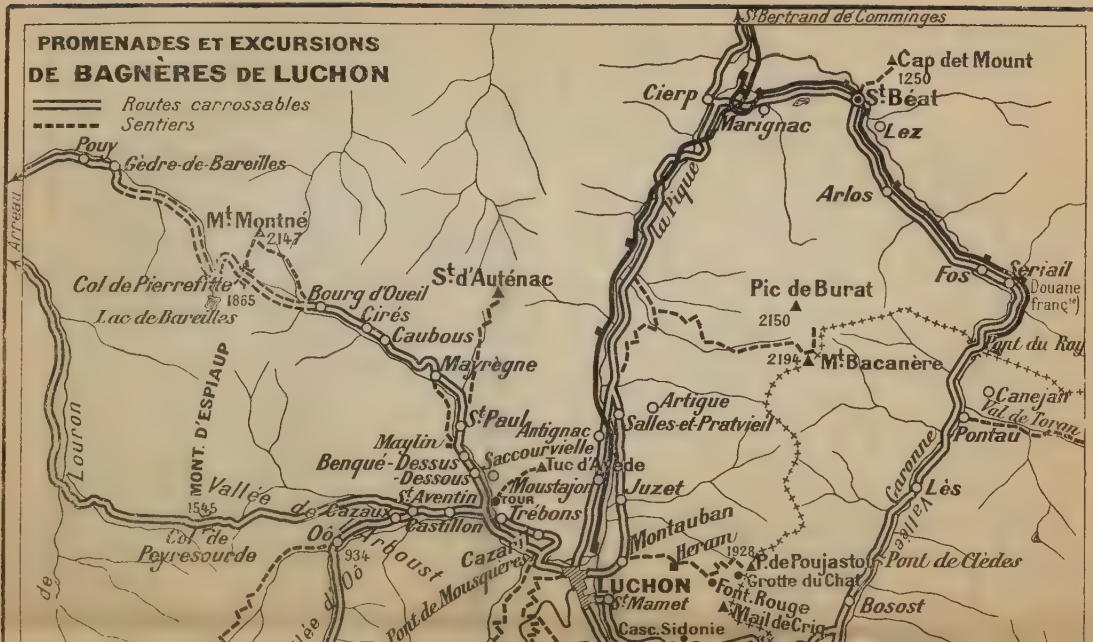
the steep valley of the Burbe.—2¾ m. *Cascade Sidonie* (l.).—At (6½ m.) the *Portillon de Burbe* (4292 ft.) we cross the Spanish frontier, and soon come in sight of the Garonne valley and the slate roofs of Bosost. We cross the river and strike the valley road a little above (9½ m.) **Bosost** (2500 ft.; *Hôt. Masès*), whence an omnibus plies downstream to the tramway station of Pont-du-Roy (p. 419), on the frontier. The church of Bosost has a fine 12th cent. door.

The road up the valley leaves on the right, at (3 m. from Bosost) *Las Bordas*, the valley of the Garonne de Jouéou, in which is the hermitage of Artigue-Telin (see p. 421), and on the left, at (7½ m.) *Aubert*, the valley of Barrados. The Gothic chapel of *Mitg-Aran* (i.e. mid-Aran) is a remnant of a once powerful monastery.—10 m. (16 km.) **Viella** (3150 ft.; *Inns*), the capital of the valley, has a massive church with an ornate interior and many old houses in the Spanish style.—The church of (11 m.) *Betren* is curiously sculptured.—14½ m. *Artias* (3740 ft.) and (15 m.) *Gessa* likewise preserve some old buildings.—16 m. (26 km.) **Salardu** (*Posada Abadi*), on a promontory (4160 ft.) at the confluence of the Iñola and the Garonne, is the base for ascents in the *Piedrafita* massif to the E. (*Roca Blanca*, 9050 ft.); passes cross the frontier to Castillon and Sentein (see p. 425).

Ascents from Luchon. The following easy climbs are recommended: *Tuc d'Avède* (3900 ft.), viâ *Cazarilh*, with its Romanesque church and the tower of *Castelblancat* (3 hrs. N.W.).—*Pic d'Auténac* (6550 ft.; 4 hrs. N.W.), viâ St-Paul-d'Oueil (p. 421).—*Montné* (7045 ft.; 4½ hrs. N.W.), viâ Bourg-d'Oueil (p. 421).—*Pic de Monségu* (7890 ft.) and *Pic de Cécire* (7875 ft.), each 4½ hrs. viâ Asto (p. 420).—*Pic de Bacanère* (7200 ft.; 5 hrs. N.E.); etc.—From the Hospice de France the *Pic Sacrous* (8786 ft.) takes 2½ hrs. viâ the *Port de la Glère* (7628 ft.); descent in 3½ hrs. to Luchon viâ the *Lac Vert* and the Lys valley; the *Pic de l'Entécade* (7500 ft.), 2 hrs. S.W. of the Hospice, commands a fine view of the Val d'Aran.

The chief of the more difficult ascents (guides essential) from Luchon is that of the ***Pic de Néthou** or **d'Anéto** (11,168 ft.; 2 days), the highest summit of the Pyrenees, and the chief of the *Monts Maudits*, the 'accursed mountains,' so called from their utterly barren appearance. To the Hospice de Vénasque, see p. 421; thence we cross the Plan des Etangs S.E. to the *Refuge de la Rencluse* (7000 ft.), where the night is passed. The actual ascent crosses the Glacier de la Maladetta to (2½ hrs.) the *Brèche du Postillon* (9540 ft.), whence we traverse the main Glacier de Néthou to (4½ hrs.) the *Pont de Mahomet*, the narrow granite arête by which the summit is attained. The *Pic du Milieu* (11,004 ft.) and the *Pic de la Maladetta* (10,967 ft.), the two other chief summits of the Monts Maudits, each take 4½ hrs. from the refuge.

The best ascent from the *Hôtelleries du Lys* (p. 420) is that to (3½ hrs.) the *Port Bielh* (8200 ft.) viâ the Refuge de Pratlong (6100 ft.) and the Lac Vert. The *Tuc de Maupas* (10,204 ft.; 6 hrs.) is the highest peak in the vicinity.—The numerous climbs from the Auberge d'Asto (p. 420) have been facilitated by the construction of the *Refuge d'Espingo* (6365 ft.), on the shore of the *Lac d'Espingo* farther up the valley. A feature of the surrounding country is the abundance of little lakes. From the Lac d'Espingo we ascend to the *Lac de Saounsat* (6437 ft.) and thence to the *Lac Glacé d'Oô* and (4½ hrs.) the *Port d'Oô* (9555 ft.), on the frontier, beyond which we may go down to (4½ hrs.) Vénasque (p. 421) through the Vallée d'Astos. From the Lac de Saounsat the left-hand valley


PROMENADES ET EXCURSIONS
DE BAGNÈRES DE LUCHON
Routes carrossables
Sentiers
St Bertrand de Comminges
Cap det Mount
1250
St Béat
Cierp
Marignac
Lez
Arlos
La Pique
Pouy
Gèdre-de-Bareilles
A Arreau
Mt Montné
2147
Col de Pierrefitte
1865
Lac de Bareilles
Bourg d'Oueil
St d'Auténac
Cirés
Caubous
Mayrègne
Pic de Burat
2150
Mt Bacanère
2194
Fos
Seriail
Douane française
Pont du Roy
Canejan
Val de Torau
Pontau
Artigue
Salles-et-Pratviell
St Paul
Artignac
Maylin
Benqué-Dessus
-Dessous
Saccourvielle
Tuc d'Ayède
Moustajon
Tour
Trébons
Juzet
Vallée de Lis
Lès
Caronne
Vallée de Cazaux
St Aventin
1545
Castillon
Col de Peyresourde
934
Montauban
Hérran
1928
Pt de Poujastou
Pont de Clèdes
Cazaux
Pont de Mousquères
LUCHON
Grotte du Chat
Fort Rouge
Mail de Crig
Bosost
St Mamet
Casc. Sidonie
MONT. D'ESPIAUP
Louron
Vallée d'Oo
Oo
Troust
de

Lac d'Oô
Seculejo
Bordes du Lys
Trou de Bouneou
Pont de Ravi
Cir. de Labatch
Las Bordas
Hôtelleries
Casc. d'Enfer
Casc. du Cœur
Vallée du Lys
Casc. des Demoiselles
Lac d'Espingo
Lac de Guilhaoumas
Goufre
Hospice de France
Cont. de la Pique
Parc d'Enfer
Casc. du Parisien
P. Quairats
Pics
L. Bleu
P. Sacroux
Pic de la Pique
P. de l'Entecade
P. Spijoles
P. de Montarque
Calet
Col Mounjoya
P. des Gourgs Blancs
P. de Crabioules
Port de la Glère
Port de Vénasque
Artigue de Lin
Port d'Oô
P. Royo
C. de Litayrolles
P. de Sauvegarde
P. Biel
Pas de l'Escalette
P. Perdighero
Port de la Picade
Col de Gistain
Vallée d'Aston
Hospice
Cascade d'Aguas Pasas
Renclusa
Trou de Toro
Gouet de Joueu
Cab. de Turmo
Bains de Vénasque
Pic des Posets
Trou du Campamento
P. de la Maladetta
Port de Vielle
P. du Milieu
L. de Oregueña
Col de Oregueña
Col de Corones
Hosp. de Viella
Pic d'Eristé
(Baguenola)
Pont de Cubère
P. d'Aneto
(Nethou)
P. des Moulières
Col des Moulières
Gistain
Vallée de Malibierne
Vénasque
P. de Malibierne
Kilomètres
Eristé
Col de Malibierne
Cotiella
Senet
Senet

leads up to the *Lac Glacé du Portillon* (8468 ft.) and (6 hrs.) the *Pic Perdighero* (10,565 ft.). The *Pic de Litayrolles* (10,290 ft.), the *Pic des Crabioules* (10,227 ft.) and the *Pic Quaïrats* (10,033 ft.), each take 6 hrs. from Asto. Another fine route ascends (8½ hrs.) the *Pic des Gourgs-Blancs* (10,273 ft.) viâ the *Lac de Caillouas* (7103 ft.; 5½ hrs. W.). The *Pic des Spijoles* (10,060 ft.) occupies 4½ hrs.

From Luchon to *Bagnères-de-Bigorre*, see p. 414.

G. From Luchon to Ax-les-Thermes

93 m. (152 km.). AUTOCARS of the Route des Pyrénées on Mon., Wed., and Fri. (June 28th-Sept. 29th) in 10½ hrs. (85 fr., return 160 fr.); to *St-Girons*, where a halt of 2½ hrs. is made, 45½ m. (73 km.) in 4 hrs. (45 fr.).

Leaving Luchon the Route des Pyrénées descends the valley of the Pique, following the Montréjeau railway. Beyond (8 m.) *Cierp* we cross the Garonne and at (10½ m.) *Chaum* we leave the road to the Val d'Aran on our right. Passing the tower of Fronsac (p. 418) we ascend through the finely-placed village of Antichan to (17½ m.) the wooded *Col des Ares* (2410 ft.), which affords a last view backwards of the fertile Pays de Cominge. Before us lies the valley of the Job dominated by the *Pic de Cagire* (6260 ft.), which is climbed in 3¾ hrs. from (19¼ m.) *Juzet-d'Isaut*. Crossing the low *Col de Buret* (1925 ft.) we enter the *Couserans*, the pleasant hilly country watered by the rivers Lez and Salat, and, leaving on the left a road descending to Aspet (p. 392), mount the steep valley of the Ger to (27 m.) the *Col du Portet-d'Aspet* (3525 ft.). On the farther side lies the Bellongue (i.e. 'long valley'), the populous valley of the Bouigane, with its chief village (29 m.) *St-Lary*. The road veers sharply through a succession of shabby little villages, among which *Orgibet* is notable for its odd church tower, and reaches the fertile vale of the Lez at (37 m.) *Castillon* (p. 425). Thence we descend the river through the old villages of Luzenac and Moulis (comp. p. 425) to (45½ m., 73 km.) **St-Girons** (p. 425), where the autocars make a midday halt.—Quitting St-Girons the road mounts the valley of the Salat, which beyond (49 m.) *Lacourt*, with its ruined 14th cent. keep, narrows into the Gorge de Ribaouto. At (34 m.) the *Pont de Kercabanac* we leave the Salat and the Aulus road on the right, and ascend the valley of the Arac.—60 m. *Biert* faces the curiously shaped Rocher de Queire, and farther on stands *Boussenac* (l.) with the ruined Château d'Amour.—62 m. (100 km.) **Massat** (2130 ft.; *Hôt. Lapène*, R. 5, D. 8½, pens. 18 fr.; *Rivière*, D. 6½, pens. 16 fr.), the old civil capital of the Couserans, has a 17th cent. church with an ogee gable and a 14th cent. steeple.

A charming walk ascends the Arac valley viâ *Port*, going on over the *Col d'Ercé* (5340 ft.) to (8 hrs.) *Vicdessos* (p. 428).

We now cross the Arac and ascend, leaving on our left, at 66¼ m., a road to Foix. The *Pic de Fonfrède* (5322 ft.) is conspicuous on the left.—70 m. The *Col de Port* (4198 ft.)

is ½ hr. N. of the *Pic d'Estibat* (5475 ft.), which commands a fine view of Mont Vallier (S.W.) and the Ariège mountains (E.). Steep zigzags on the flank of the *Pic de l'Homme-Mort* (5510 ft.) bring the road down to (76½ m.) *Saurat* (2210 ft.; Hôt. Jauze-Mousseline; du Commerce), with a long street of Louis-Quinze houses, and a picturesque 'place.' A ruined castle crowns the steep cliff on the right.—Near (78¼ m.) *Bédeillac* are some prehistoric caves in the flank of the Montagne de Soudours.—A steep descent brings us to the old church of (79½ m.) *Surba* and the Ariège valley.—81½ m. *Tarascon-sur-Ariège*, and thence viâ Ussat to (93 m., 152 km.) **Ax-les-Thermes,** see pp. 428, 429.

H. From Boussens to St-Girons and Foix

RAILWAY, 50 m. (80 km.) in 3 hrs. (24 fr. 60, 16 fr. 5, 10 fr. 10 c.), one through train daily; to *St-Girons*, where carriages are usually changed, 20½ m. (33 km.) in 1–1¼ hr. (10 fr. 15, 6 fr. 65, 4 fr. 15 c.).

Boussens, see p. 392. The railway ascends the swift-flowing Salat, whose valley is guarded by the castle of Roquefort (r.).—6½ m. *Salies-du-Salat* (Grand-Hôtel; Hôt. Feuillerat; St-Germès) is a small spa with a ruined castle of the counts of Cominge. *Montsaunès,* 1¼ m. N.W., has a fine 12th cent. Templars' church.—On the right beyond (10 m.) *Castagnède* is the 15th cent. Château de Noailhan.—19¼ m. (31 km.) **St-Lizier** (*Hôt. de la Tour*), the ancient *Lugdunum Consoranorum,* later known as *Austria,* was for many years the ecclesiastical capital of the Couserans (p 423). It is now no more than a picturesque village whose ancient monuments recall its past importance. Crossing the Salat by a restored 13th cent. bridge, on the right of which is an old tower of 1120, we climb the steep village street. At a fork where the raised footpath is covered by an arcade we turn to the right to reach the CHURCH, whose N. portal and 14th cent. *Tower are masterpieces of brick-work in the Tolosan style. The E. end and the two apsidal chapels of the transepts are of 12th cent. work. Of similar date is the *CLOISTER (S. side; apply to the sacristan), with its charming capitals, though the wooden upper story was added in the 15th cent.; the effigy of Bp. Auger de Châtillon dates from 1303. The former *Archevêché,* above the church, is now a lunatic asylum (adm. obtained with difficulty); it incorporates the ex-cathedral of *Ste-Marie-de-la-Sède* (14th cent.). In the narrow streets of the upper town many fragments of ramparts (some of them Roman) and old houses have survived.

A cart track running due E. from the church leads to (20 min.) *Montjoie,* a diminutive bastide of the 14th cent., whose ramparts (157 ft. by 147) are almost filled by the church, crowned by its fantastic turreted belfry. St-Girons lies c. ½ hr. S.W. by field paths.

20½ m. (33 km.) **St-Girons** (1280 ft.; *Hôt. de France*, Place des Poilus, R. 8, D. 12 fr., poor; *Géraud*, at the station, R. 5, D. 8 fr.) is an uninteresting town (5122 inhab.) pleasantly situated at the confluence of the Lez and the Baup with the Salat. The station stands in the quarter of *Villefranche*, on the left bank of the Salat. On the other bank are the two chief churches: *St-Valier*, with a crenellated wall-belfry and a Romanesque door, and *St-Girons*, with a good 14th cent. steeple.

Audinac (Hôt. de l'Etablissement, R. 8, D. 12, pens. 24 fr.; motor omnibus, 1 fr. 20 c.), 3 m. N.E., beyond Montjoie (p. 424), is a small spa at the foot of the *Calivert* (2200 ft.).—Motor omnibuses run from St-Girons to (17½ m.) *Massat* (p. 423; 5 fr.); to (15 m.) *Ste-Croix-Volvestre* (4 fr. 80 c.); to *Aulus* (see below; 10 fr.); to *Seix* (p. 426); to *Oust* (see below); etc.

From St-Girons to Sentein, 15½ m. (25 km.), tramway in 2–2½ hrs., ascending the Lez valley.—2½ m. *Aubert* is noted for its white-veined black marble.—At (3 m.) *Moulis* are two baronial castles, one ruined.—The church of (3¾ m.) *Luzenac* has a Romanesque doorway and belfry.—7½ m. *Audressein*, at the mouth of the Bellongue (p. 423), has remarkable 15th cent. paintings in the porch of its church.—8 m. (13 km.) **Castillon** (1740 ft.; *Hôt. Gros*, R. 8, D. 9, pens. 19 fr.) occupies a terrace on the bank of the Lez commanding the valleys of Bellongue and Biros (the upper Lez valley). The curious chapel, or *Calvaire*, on a hill to the E., is all that is left of the feudal castle.—From Castillon a road, quitting the Lez valley opposite *Ourjout*, with its 11th cent. church, runs S.E. up the primitive *Vallée de Bethmale* to (4½ m.) *Ayet*. The gala costume of the valley people is best seen on Aug. 15th at Ayet or, at Michaelmas, at *Arrien*, lower down the valley. From Ayet we may go on to (4½ hrs.) Seix (p. 426) viâ the Lac de Bethmale and the *Port de la Core* (4625 ft.).—Castillon is likewise a base for the ascent of ***Mont Vallier** (9315 ft.; view; guide necessary), made in 10 hrs. viâ the Vallée du Ribérot and (7 hrs.) the *Abri des Estagnous* (7285 ft.; key at the syndicat of St-Girons). Descent to Seix, see p. 426.

The next station on the tramway is (10 m.) *Bordes-sur-Lez*, with an 11th cent. church, at the mouth of the Bethmale valley. The *Pic du Midi de Bordes* (5857 ft.) shows its tower-like crest on the left. We cross the Vallée de Ribérot (see above) and at (13 m.) *Lascoux* the Vallée d'Orle, from whose head the *Port d'Orle* (7750 ft.) leads across the frontier to (10 hrs.) Salardu (p. 422).—15½ m. (25 km.) **Sentein** (2495 ft.; *Hôt. des Bains*, R. 6, D. 8, pens. 20 fr.), the capital of the Vallée de Biros, has a 12th cent. church encircled by a curious rampart. It stands at the junction of many radiating glens, the approaches to several mountain passes. The *Port de la Hourquette* (8350 ft.) or the *Port d'Urets* (8357 ft.) lead to (8 hrs.) Salardu (p. 422) viâ the lead-mines of Eylie; the *Col d'Aouéran* (7090 ft.), for (c. 8 hrs.) Lès (p. 419) or Viella (p. 422), is reached viâ Notre Dame de l'Izard and (5 hrs.) the wild *Lac d'Araing* (6170 ft.). The *Pic de Maubermé* (9449 ft.), between the first two passes, is the highest of the neighbouring peaks.

From St-Girons to Aulus, 20¼ m. (33 km.); motor omnibus to *Oust*, 10¼ m. in 40 min. (3 fr.); electric tramway thence to *Aulus*, 10 m. in 1¼ hr. (2 fr. 5 c.).—From St-Girons to (7½ m.) the *Pont de Kercabanac*, where we quit the Route des Pyrénées, see p. 423.—At (9 m.) *Soueix* we diverge to the left from the Salau road.—10 m. *Vic* has a church with three Romanesque apses.—10¼ m. **Oust** (*Hôt. de France*), in a smiling upland basin, is the starting-point of the Aulus tramway. We leave the Salat and ascend the valley of the Garbet.—At (15¼ m.) *Ercé* performing bears are trained.—20¼ m. (33 km.) **Aulus** (2500 ft.; *Grand-Hôt. Calvet*, R. 6, D. 12, pens. 25 fr.; *Grand-Hôt. du Midi*, R. 6, D. 10, pens. 22 fr.; *Georges*, R. 6, D. 12, pens. 23 fr.; *de France, de Paris*, R. 6, D. 9, pens. 20 fr.; *Bacgue-Pistol*, R. 5, D. 8, pens. 18 fr.), famous for its ferruginous waters in Roman times, has been developed as a spa within the last 50 years. A few Roman ruins may be traced at Castel-Minier, 1 m. up the valley.

Bridle-paths lead from Aulus to *Vicdessos* (p. 428) in 5 hrs. viâ the Garbet valley and the *Port de Saleix* (5910 ft.), or in 5½ hrs. viâ the Lac de Lhers and the *Col d'Ercé* (5340 ft.); to *St-Lizier-d'Ustou* (p. 426) in 3 hrs. viâ the *Col de Latrape* (3680 ft.); and to (8½ hrs.) *Tabascan* in Spain (guide necessary) viâ (1½ hr.) the

**Cascade d'Arse* and (4½ hrs.) the *Port de Guilou*, a frontier pass with two openings (7685 ft. and 7805 ft.) on either side of a hillock.

The *Tuc de Cazzardé* (4600 ft.), 2 hrs. N. of Aulus, commands a fine view. The *Lac de Garbet* (5480 ft.; 3½ hrs.), in the Garbet valley above (1 hr.) its point of departure from the Vicdessos route, is the largest lake in the district. The best major ascent from Aulus is that of *Mont Collac* (8462 ft.), made in 2 days viâ (4 hrs.) the *Lac d'Aube* (6900 ft.) and (6 hrs.) the *Cabane de Turgulia* (6860 ft.).

From St-Girons to Salau, 20 m. (32 km.) by road (railway in construction).—To (9 m.) *Soueix*, see p. 425. We ascend the left bank of the Salat to (11½ m.) **Seix** (1680 ft.; *Hôt. Courtade*), a little town with some curious woodcarving in its church. Mont Vallier (p. 425) is ascended hence in 7½ hrs. (difficult) viâ *Couflens-de-Betmajou* and the Estours gorge. Pass to Bethmale and Castillon, see p. 425.—At (14½ m.) *Pont-de-la-Taule* the confluence of the Salat and the Alet is dominated by the ruins of the Château de la Garde. The Alet valley, on the left, leads up to (4½ m.) *St-Lizier-d'Ustou*, whence passes cross to Aulus (p. 425) and to Tabascan (p. 425).—17½ m. *Couflens* (2300 ft.) stands on both banks of the Salat. The *Port d'Aula* (7336 ft.) leads W. into the Val d'Aran.—20 m. (32 km.) *Salau* (2760 ft.; Hôt. Raufaste), the French customs-station, stands at the foot of (3½ hrs.; bridle-path) the **Port de Salau** (6733 ft.), the pass between the Pic de Portabère (N.) and the Pic de Péguille, whence we descend into the Spanish valley of the Noguera Pallaresa.

From St-Girons by the Route des Pyrénées to *Luchon* and to *Ax*, see p. 423.

After leaving St-Girons station the Foix railway crosses the Lez and the Salat and ascends the pastoral valley of the Baup, which we quit beyond (27½ m.) *Lescure*. On the right, farther on, are the picturesque ruins (12–15th cent.) of the Premonstratensian abbey of *Combelongue*.—29 m. *Rimont* has a good 14th cent. belfry. At (35 m.) *Castelnau-Durban* are the ruins of a 13–15th cent. castle and some red marble quarries.—From (36½ m.) *Ségalas-Ariège* an omnibus plies to Le Mas-d'Azil (p. 393).—38 m. *Labastide-de-Sérou* (Hôt. Vivès) is a little 13th cent. town in a setting of oddly-shaped hills.—At (41½ m.) *Cadarcet* the road to Foix ascends to the right, over the *Col del Bouich* (1965 ft.), overlooking the valley of the Arget, or *Barguillère*. The village of *Serres* in this valley was the birthplace of Joseph Lakanal (1762–1845), the educationist.—The railway crosses the curved viaduct of Vernajoul and descends rapidly into the beautiful Ariège valley, with the rock of Foix towering up on the right.—50 m. (80 km.) **Foix,** see p. 427.

52. FROM TOULOUSE TO FOIX AND AX-LES-THERMES. ANDORRA

Railway, 77 m. (124 km.) in 3–4 hrs. (38 fr. 15, 24 fr. 90, 15 fr. 70 c.); to *Foix*, 51½ m. (83 km.) in 1½–2½ hrs. (25 fr. 50, 16 fr. 65, 10 fr. 50 c.).—The Road, c. 1 m. longer, leaves Toulouse by the Pont St-Michel and follows the railway up the Ariège valley.

Andorra is most directly approached from France by the road from *L'Hospitalet* to *Soldeu* and the bridle-path thence (as described on pp. 431, 432); but an easier plan, involving no walking or riding, is to take the autocar from *Puigcerda* (p. 439) in Spain to *La Seu-de-Urgel* (p. 432) and the autobus thence to Andorra-la-Vielle or Las Escaldas. In the latter case a night must be spent, both going and coming, at La Seu-de-Urgel.

Toulouse (Gare Matabiau), see Rte. 46.—At (7½ m.) *Portet-St-Simon* we quit the Bayonne line; at (8½ m.) *Pinsaguel* we

cross the Garonne.—14 m. *Venerque-le-Vernet.* The Romanesque church of Venerque, beyond the Ariège, contains a 13th cent. bronze reliquary.—21 m. *Auterive.*—25 m. *Cintegabelle* has a 12-14th cent. church.—30½ m. *Saverdun* (2018 inhab.; Hôt. du Lion-d'Or) was the birthplace of Jacques Fournier, afterwards Benedict XII (pope in 1334–42). At *Mazères*, 5½ m. E., Gaston de Foix (slain at Ravenna, 1512) was born in 1489. We cross the Ariège and pass between the ruined castles of Montaut (l.) and Bonnac.—40½ m. (65 km.) **Pamiers** (*Hôt. de la Paix*, Place des Vékisses, R. 8, D. 9, pens. 24 fr.; *Terminus*, D. 8½, pens. 22 fr.), the largest town (10,777 inhab.) in the department of the Ariège, has an important iron-foundry. The most interesting building is the brick *Cathedral* (St-Antonin), whose 14th cent. tower covers a Romanesque porch. The rest of the church is an incongruous mixture of the Classical and Gothic styles (1658–89). The church of *Notre-Dame-du-Camp* retains a fortified façade of the 14th cent., and behind it is the *Tour des Cordeliers* (1512). The Castela, a promenade on the site of the castle, commands a view of the Pyrenees.

From Pamiers to Mirepoix, 16 m. (26 km.), railway in c. 1 hr., going on to (20½ m.) Moulin-Neuf.—Beyond (8½ m.) *Les Pujols* we strike the Hers valley, on whose N. slope rises the two-storied church of *Vals* (12–13th cent.).—16 m. **Mirepoix** (*Hôt. du Commerce*) is an ancient bastide, whose former *Cathedral*, rebuilt in 1497–1537 by Bp. Philippe de Lévis, has a fine *Spire. The *Bishops' Palace* and many of the houses date from the same period.—The branch line ends at (20½ m.) *Moulin-Neuf* on the line from Bram to Lavelanet (p. 368).

A motor omnibus runs from Pamiers to (22 m. in 2 hrs.) *Le Mas-d'Azil* (p. 393; 7 fr.).

Beyond (46 m.) *Varilhes* the Ariège valley narrows between hills c. 2000 ft. high. On the left bank rises the castle of Crampagna (12–16th cent.).—After (48½ m.) *St-Jean-de-Verges* we penetrate a narrow defile through the Plantaurel ridge or Petites-Pyrénées, and enter the old Comté de Foix or Sabarthès. On the right is the 11th cent. church of *Vernajoul*, with the viaduct of the St-Girons line behind. As we approach Foix the imposing castle is well seen on the right.

51⅓ m. (83 km.) **FOIX** (1430 ft.; **Hostellerie de la Barbacane*, Plateau de Villote, R. 8, D. 15, pens. 25 fr.; *Hôt. Benoît*, Route d'Espagne, at the bridge, R. 6, D. 9 fr.; *Fauré*, Place du Marcadal; *Moderne*, Prom. de Villote), the chief town (4807 inhab.) of the department of the Ariège, and the smallest departmental capital in France, lies at the confluence of the Ariège and the Arget. The three-towered castle on its vertical rock stands like a sentinel above the town.

History. The town of Foix sprang up in the 10th cent. round an abbey built over the grave of St. Volusian, an archbishop of Tours, exiled by the Arian Alaric II and martyred in 497 at Varilhes. In 1012 Bernard Roger, Viscount of Carcassonne, built the castle, and his son Roger assumed the title of Count of Foix. Roger Bernard III in 1272 was forced by Philippe le Hardi to acknowledge the suzerainty of the French crown, but in 1280 united his house to Béarn

by his marriage with Marguerite, heiress of that county, so that with the accession of Henri IV the county of Foix became the direct property of the crown.

We approach the town by a bridge which spans both the railway and the Ariège: on the left is the Syndicat d'Initiative, with the Place du Marcadal behind it, and farther on the Rue Théophile-Delcassé, with the *Post Office* and the chief shops. The Rue Freycinet and the Rue des Marchands (r.) lead to the church of *St-Volusien*, a 14th cent. building with an older porch and 16th cent. stalls. In the same square are a fine 17th cent. house and the *Préfecture*, whose charming garden occupies the angle between the Ariège and the Arget. The Rue du Tribunal leads up to the *Palais de Justice* and the entrance to the ***Castle**, which stands on a rock 190 ft. high and surrendered to Philippe le Hardi only after a threat to blow up its foundations.

The low N. tower (12th cent.) and the central tower (14th cent.) are connected by a fine vaulted hall which served as a chapel. The round tower on the S. was added in the 15th century. Either of the two latter towers may be ascended for the sake of the fine view.

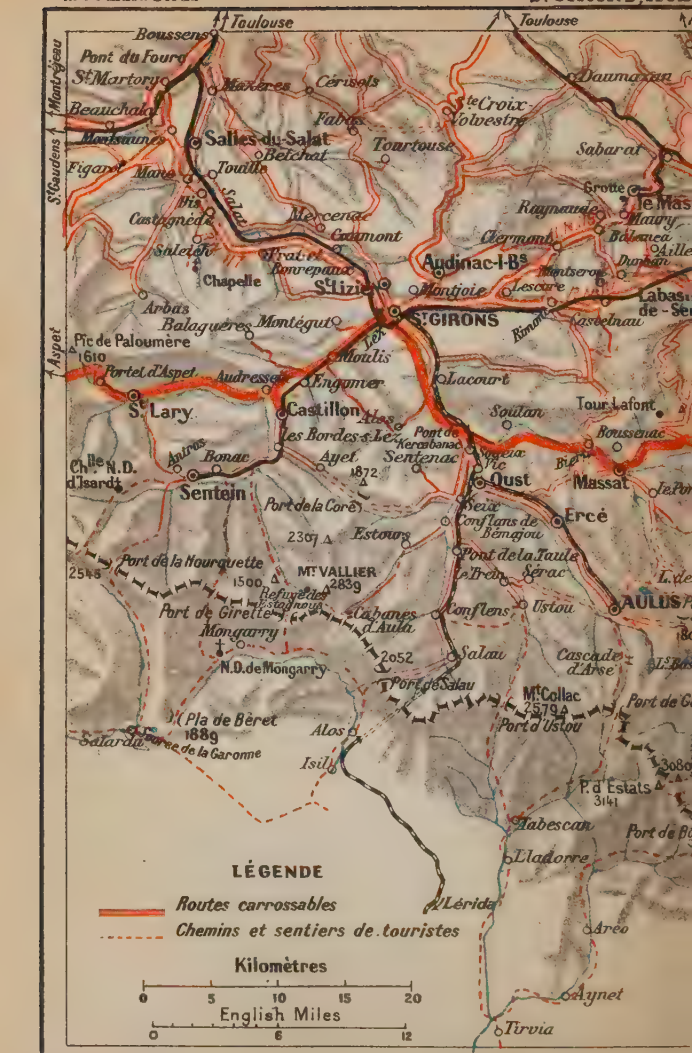
We may descend by the Rue du Rocher to the *Promenade de Villote*, a wide boulevard with a statue of Lakanal (p. 426), the scene of the fair of Foix on Sept. 8–9th.

From Foix to Quillan, 40½ m. (65 km.), motor omnibus in 3¾ hrs. (15 fr.).—Passing *Montgaillard*, at the foot of the isolated Pain de Sucre (2065 ft.), we leave the road to Ax at (4 m.) *St-Paul-de-Jarrat*, and ascend the Baure valley. From the pass at its head (2085 ft.) we descend the wilder glen of the Douctouyre viâ (11 m.) *Nalzen* to (16½ m.) *Lavelanet* (1760 ft.; p. 368), connected by railway with Bram.—22 m. *Bélesta* (1620 ft.; Hôt. Delpech) is charmingly situated on the Hers, whose upper course, followed by a road to Ax, penetrates the deep **Gorge de la Frau*. To the S.E. extends the Forêt de Bélesta, the largest in the Pyrenees. —We cross successively (24 m.) the *Col del Teil* (1950 ft.) and (27 m.) the *Col de Puivert* (2115 ft.; *View), and descend to (29 m.) *Puivert*, a village on the edge of a ravine, commanded by its ruined castle.—At (36½ m.) the *Col de Portel* (1975 ft.) we cross the watershed between the Atlantic and Mediterranean and begin the final descent (view of the Corbières) to (40½ m.) *Quillan* (p. 433).

From Foix to *St-Girons* and *Boussens*, see p. 426.

Leaving Foix we see the Pain de Sucre (see above) on the left and on the right a Gothic bridge leading to the foundry of St-Antoine.—The church of (58½ m.) *Mercus* is notable for its dog-tooth ornament.—61 m. (98 km.) **Tarascon-sur-Ariège** (1575 ft.; *Hôt. Francal*), at the mouth of the Vicdessos valley (r.), has two conspicuous towers, one belonging to its old castle, the other the 15th cent. belfry of *St-Michel*. The church of *La Daurade* has a 13th cent. door. On the spur commanding the junction of the two valleys is the Romanesque church of *Notre-Dame-de-Sabart*.

From Tarascon to Auzat, 10½ m. (17 km.), tramway in 1¼ hr. (2 fr. 90, 2 fr. 20 c.).—At (3 m.) *Niaux* is a cavern enclosing two tarns (adm. on application at the Toulouse Archæological Museum).—From (5½ m.) *Laramade* the Vallée de Siguer leads S. to the *Port de Siguer* (8510 ft.) and (11 hrs.) Ordino (p. 432).—9½ m. (15 km.) **Vicdessos** (2300 ft.; *Hôt. Dandine*) has an old castle and a 13th cent. belfry. About 1½ hr. S.E. are the iron mines of *Rancié*, worked only by the inhabitants of Sem, Goulier, and Olbier, a privilege six centuries old. For the passes to Aulus, see p. 425.—From *Auzat* (2420 ft.), the tramway terminus, several good ascents may be started. The three *Lacs Bassiès* lie c. 3 hrs. W. up



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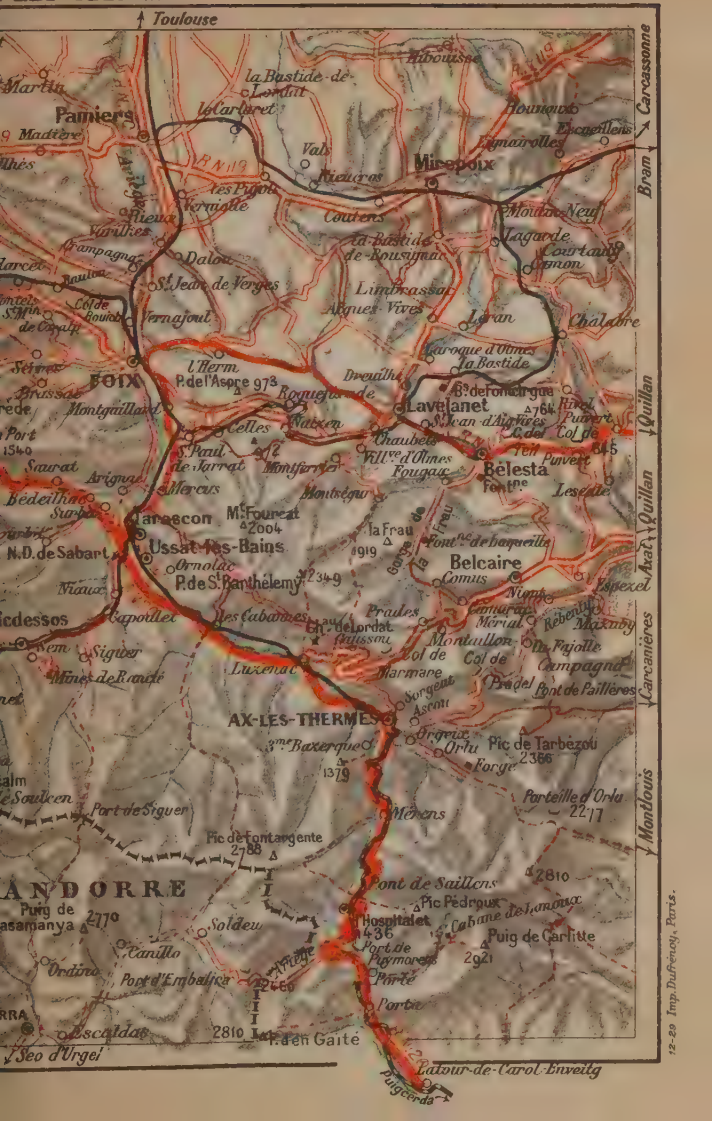
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les Pujols
Varilhes
Rieux
Verniolle
Coutens
Moulin-Neuf
Lagarde
Courtauly
Arnon
la Bastide-de-Sérou
Limbrassan
Aiguës-Vives
Léran
Chalabre
Dalou
St Jean-de-Verges
Vernajoul
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Brassac
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Dreuilhe
la Bastide
Roquefort-de-Sérou
Celles
Nalzen
Lavelanet
B.de Roquargue
764
Rivel
Puivert
Col de
Col de
Chaubets
St Jean-d'Aigues-Vives
Villve d'Olmes
Fougax
Bélesta
Fontne
Lesse
Montségur
Montferrier
St Paul-de-Jarrat
Saurat
Arignac
Mercus
Bédeilhac
Surba
Tarascon
M.t Fourcat 2004
la Frau
Pont de Taquerilla
N.D. de Sabart
Ussat-les-Bains
Ornolac
P.de St Barthélemy
2349
Belcaire
Comus
Espezel
Niaux
Camarade
Mérial
Rebenty
Maxuby
Montaillou
la Fajolle
Col de
Col de
Campagnet
Prade
Pont de Paillères
Marmare
Sargent
Ascou
Luzenac
Sem
Sigüer
Mines de Rancié
AX-LES-THERMES
3me Baxerque
1379
Orgeix
Orlu
Pic de Tarbezou 2365
Forge
Porteille d'Orlu 2217
Mérens
Pic de Fontargente 2788
Port de Siguer
Soulcem
Pont de Saillens
2810
Pic Pédroux
Hospitalet
1436
Cabane de l'Amouroux
Puig de Carlitte
2921
Port de Puymorens
Porté
Porte
Soldeu
Canillo
Ordino
Port d'Embalire
2240
Escaldas
2810
Puig de Gaité
Seo d'Urgel
Latour-de-Carol-Enveitg
Puigcerda
ANDORRE
Puig de Casamanya 2770
12-29 Imp. Dufrénoy, Paris.

the Saleix valley. The *Montcalm* (10,105 ft.) and the *Pique d'Estats* (10,305 ft.), to the S.W., are climbed in 8 and 8¾ hrs.; bridle-path as far as (4 hrs.) *Pla Subra*. *Andorra* (p. 431) is reached by several passes: the *Port d'Arinsal* (8860 ft.) or the *Port de Barentes* (8780 ft.) lead to La Massana in 11–12 hrs.; the *Port d'Albelle* (9163 ft.) and the *Port du Rat* (8340 ft.) to Ordino in 12–14 hrs. The *Port de Bouet* (6960 ft.; good bridle-path) leads across the Spanish frontier to (10¼ hrs.) *Areo*.

From Tarascon to *St-Girons* by the Route des Pyrénées, see p. 424.

Beyond Tarascon the railway crosses the Vicdessos torrent and enters a narrow defile.—63½ m. (102 km.) **Ussat-les-Bains** (1610 ft.; *Hôt. du Parc et des Bains*, R. 6, L. 10, D. 12, pens. 25 fr.; *Vergé*, R. 6, L. 10, D. 11, pens. 20 fr.; *Modèle*, D. 9, pens. 22 fr.; *des Pyrénées, de la Renaissance, des Marronniers*, R. 6, D. 8½–9, pens. 20–25 fr.) is a small spa with a beautiful park watered by the Ariège. In the *Grotte de Lombrive*, a huge cave over 1 m. long on the left bank, 600 Albigensians were walled up and starved to death in 1238.—From (67½ m.) *Les Cabannes* we may ascend the Vallée d'Aston to the *Port de Fontargente* (7390 ft.), a frontier-pass leading to (11 hrs.) Soldeu (p. 431).—On the left, above (71½ m.) *Luzenac-Garanou* with its talc-mines, are (2½ hrs.) the ruins of the **Château de Lordat* (13–15th cent.) on a rock (3085 ft.) accessible only from the E.

The *Pic St-Barthélemy* (7705 ft.; guide necessary) is climbed in 5½ hrs. viâ the Col de Lordat and (3 hrs.) the *Col de Trimouns* (5970 ft.).—A beautiful winding road connects Luzenac with the Col de Marmare (9½ m.; p. 430) viâ (2 m.) *Unac* with its Romanesque church.

77 m. (124 km.) **AX-LES-THERMES** (2300–2400 ft.), a spa of very ancient origin (Ad aquas) situated in a pleasant vale at the confluence of the Lauze and the Oriège with the Ariège, is a good starting-point from which to visit the Republic of Andorra (but comp. p. 426).

Hotels (open June–Oct. unless otherwise stated). De France, Av. Delcassé, R. 12, L. or D. 12, pens. 28 fr. (Apr. 1st–Nov. 1st); Sicre, Route d'Espagne, Benjamin Rivière, Av. Delcassé, R. 10, L. or D. 12, pens. 25 fr.; Régina, Rue d'Aymeric, R. 10, L. or D. 10, pens. 25 fr. (July–Oct.); de la Paix, Av. Authier, R. 8, L. 11, D. 12, pens. 25 fr.; Villa Rose-Marguerite, Route d'Espagne, R. 5, D. 10, pens. 20 fr.; Carrière, de Bordeaux, Ferriol, etc., R. 6–8, D. 9, pens. 20–22 fr.

Post Office, Place Roussel.—Syndicat d'Initiative in the Mairie adjoining.

Autocars of the 'Route des Pyrénées,' see pp. 423, 430; to *Ussat-les-Bains*, 16 fr.—Motor Omnibuses run to *Bourg-Madame* in 2½–3 hrs. (11 or 20 fr.).

Casino, Promenade du Couloubret.—*Tennis Courts*, adjoining.

The sulphurous waters of Ax, varying greatly in temperature, are used in the four Etablissements of Le Couloubret, Le Modèle, Le Breilh, and Le Teich. Few ancient buildings are left save the church of *St-Vincent*, on the Promenade du Couloubret, and the *Chapelle St-Jérôme*, at the meeting of the Ariège and the Oriège, both of the 17th century. The Parc du Teich is attractively laid out along the farther bank of the Oriège.

The *Rocher de la Vierge* (2615 ft.) and the *Castel Mau* (2667 ft.), two detached hills S. of the town, command good views of the valleys. An attractive walk of

5 m. ascends the Oriège valley to the old forge of *Orlu*. The *Plateau de Bonascre* (4495 ft.), to the S.W., is reached in 2 hrs. by the Ariège bridge and the Route du Fort. We may go on thence to (3¼ hrs. farther) the *Pic de Saquet* (7412 ft.) viâ (1½ m.) the Chalet de Manseille (5350 ft.).

Foot Passes. Carcanières (p. 434) is reached in 8½ hrs. by the Lauze or Ascou valley and (5 hrs.) the *Col de Paillères* (6470 ft.). From the col the *Pic de Tarbézou* (7775 ft.) is ascended in 1½ hr.—For Formiguères (p. 434; 7¾ hrs.) we follow the Oriège valley beyond Orlu (see above) to (5½ hrs.) the *Porteille d'Orlu* (7470 ft.) and descend the Ruisseau de Galba.

A fine road (33½ m.) leads from Ax to Quillan (p. 433) viâ (2¾ m.) *Sorgeat*, (6 m.) the *Col de Chioula* (4750 ft.), and (7 m.) the *Col de Marmare* (4450 ft.). Thence we descend through (9½ m.) *Prades*, (15 m.) *Belcaire* and (30 m.) the Col de Portel (p. 428). From Prades a rough road descends (l.) to Bélesta through the Gorge de la Frau (p. 428).—Almost equally fine is the parallel road to (32 m.) *Axat* (p. 433) viâ Ascou (see above), the *Col de Pradel* (5375 ft.), Mérial, and the Rébenty valley.

From Ax to L'Hospitalet (for Andorra), Bourg-Madame, Font-Romeu, and Vernet-les-Bains, autocars of the Route des Pyrénées on Tues., Thurs., and Sat. (June 29th–Sept. 30th), 77 m. (124 km.) in 10 hrs. (70 fr., return 125 fr.); to *Font-Romeu*, where a midday halt is made, 51½ m. (83 km.) in 4 hrs. (46 fr., return 85 fr.); to *Bourg-Madame* (motor omnibus, see p. 429) 34 m. (55 km.) in 2½ hrs. (30 fr., return 58 fr.).

The railway from Ax to Puigcerda in Spain (close to Bourg-Madame) viâ the Puymorens tunnel has been constructed but is not yet open.

Leaving Ax we cross the Ariège several times as we ascend its valley.—At (5 m.) *Mérens* (3460 ft.; Inn) the Romanesque church was burned in 1811 by the Miquelets, a body of Spanish frontiersmen (armed by Napoleon) whose campaigning soon degenerated into brigandage.—11 m. **L'Hospitalet** (4710 ft.; *Hôt. Soulé*, noted for its 'rancio' and its ham), a miserable village at the foot of the Pic des Maures and the Pic de l'Esquifélaygo, is the starting-point of several routes into Andorra (comp. p. 431) and for the ascents of the unfrequented summits along the frontier (9000–9200 ft.). The *Vallee du Sisca*, to the W., ends in a magnificent cirque 6 m. round.—The road climbs the flank of the *Pic de Sabarthès* (8363 ft.) by a triple zigzag and, leaving the Ariège and the Andorra road on the right, turns sharp to the E.—At (18 m.) the **Col de Puymorens** (6286 ft.) we cross the watershed and descend the Mediterranean slope of the *Cerdagne* (p. 438).—21½ m. *Porté* (5325 ft.; Inns and guides).

At Porté begins the ascent of the ***Puig de Carlitte** (9585 ft.), the highest of the Eastern Pyrenees. Two paths (footpath on the right bank, bridle-path on the left) ascend the Ruisseau de Font-Vive to (1½ hr.) the *Refuge* (6990 ft.) above the Etang de Font-Vive and go on together thence to (2½ hrs.) the *Etang de Lanous* (7132 ft.; refuges), the largest lake in the French Pyrenees, 1½ m. long. The ascent hence (guide necessary) goes viâ (4½ hrs.) the *Col de Carlitte* (8727 ft.) between the Puig (N.) and the Cap de las Xemeneyas. The summit (5½ hrs.) commands a wonderful view, including 29 lakes, the Canigou, the Sierra de Cadi, and the mountains of Andorra and of the Ariège.

From (23½ m.) *Porta* (4950 ft.; Inn and guides), beyond the ruined Tour de Cerdagne, we may ascend the Val de Campcardos (W.) to (12 hrs.) Las Escaldas (p. 432) viâ the *Porteille*

Blanche d'Andorre (8265 ft.). The *Pic de Campcardos* (9560 ft.; S.W.) commands a wide view.—Passing the two Tours de Carol (13th cent.), we descend to (29 m.) *Latour-de-Carol* (4070 ft.), which is to be the French frontier-station on the new railway.—Beyond (30 m.) *Enveitg* a road descends (r.) across the frontier to (1½ m.) Puigcerda (p. 439).—31½ m. *Ur* (3925 ft.) has a typical Catalan village church with a gorgeous interior. A neutral road on the left leads to Llivia (p. 439).—34 m. (55 km.) **Bourg-Madame** (p. 439); thence to *Font-Romeu* and *Vernet-les-Bains*, see pp. 439–436.

ANDORRA, officially the *Neutral Valleys of Andorra,* the last survivor of the independent states of the Pyrenean valleys, occupies an area of 175 sq. m. in the upper basin of the Valira and has a population of 5500. It is under the joint suzerainty of the French Republic and the bishop of Urgel, who receive an annual tribute respectively of 960 and 450 fr., and who appoint each a 'Viguier' or vicar, mainly for judicial functions. The administration is in the hands of an elective Council of Twenty-four, who appoint a Syndic-General from among their number. The head of each family, or 'cap de casa,' is liable for military service in case of necessity. Smuggling is the principal source of revenue, but a little tobacco is produced, and the growing of timber and cattle is of some importance.

History. Legend declares that Louis le Débonnaire, c. 805, in gratitude for the assistance lent him by Marc Almugaver and his Andorrans at the siege of Urgel, accorded the mountaineers a charter of independence, later ceding part of his sovereign right to the bishop of Urgel. The reality is that a long-standing dispute between the counts of Foix and the bishops of Urgel as to which had the prior right to the suzerainty of the Andorran valleys was arranged in 1278 by arbitration or 'paréage' to the effect that the inhabitants should be independent under a joint suzerainty. This arrangement holds good to the present day, the crown and later the republican government of France being the heirs of the counts of Foix.

From L'Hospitalet to Andorra. To *Soldeu,* 17½ m. (28 km.) by road, thence bridle-path in 4¾ hrs.—The road ascends above the right bank of the Ariège and reaches the frontier at (8½ m.) *Pas de la Casa.* We ascend in zigzags with a view of the source of the Ariège, the Etang de Font-Nègre, on the left. Surmounting (10 m.) the *Port de Fray Miquel, d'En-Valira,* or *d'Embalire* (8025 ft.), we descend the Valira del Oriente to Bordes de Soldeu.—At (17½ m., 28 km.) *Soldeu* (2510 ft.; Bonell-Hostet inn) the road ends.

Alternative routes for pedestrians. A good bridle-path (5¼ hrs. to Soldeu) ascends the left bank of the Ariège from L'Hospitalet joining the above route just below the Port.—After c. 1¼ hrs. from L'Hospitalet by this path a track on the right ascends the Riu St-Joseph to the *Port Dret* (c. 8200 ft.), reaching Soldeu in 3 hrs.

From Soldeu to Aston and *Les Cabannes,* see p. 429.

Beyond Soldeu the bridle-path descends the Valira del Oriente viâ (1¾ hr.) *Canillo* (Lo Rector inn) to (3 hrs.) *La*

Mosquera (4250 ft.), opposite the Romanesque belfry of *Encamp* (Mas Oros inn), and to (4¼ hrs.) **Las Escaldas** (3620 ft.; Inns of *J. Serra*, called *Parilla*, *Francisco Pla*, and *Ant. Font*, called *Montagne*), a village with sulphur springs at the junction of the Valira del Oriente, the Valira del Norte, and the Riu Madriu.

Passes lead hence viâ Entremesaygues and the Vall Civera to *Porta* (p. 430); viâ Ordino and the Valira del Norte to Siguer and *Tarascon* (p. 428); viâ La Massana and Arinsal to *Vicdessos* (p. 428).

4¾ hrs. **Andorra-la-Viella** (3475 ft.; Inns of *Juan Torra* and *Arajol*; French post and telegraph office), the humble capital (500 inhab.) of the quaint little republic, is a gloomy village of narrow streets. In the central square is the Romanesque *Church* with the altars gilded in the Catalan style, and at the S. end of the village stands the *Casa de la Vall* (16th cent.), the seat of the administrative council. On the first floor are the *Council Chamber*, with the archives enclosed in a chest with six locks, one for each parish; the *Kitchen* and the *Refectory*; and a *Schoolroom* adorned with 16th cent. frescoes.

The *Pic de Casamanya* (9090 ft.) is ascended in 6 hrs. viâ *La Massana, Ordino* (Inn), and (4½ hrs.) the *Col d'Ordino* (6550 ft.). To the W. is the *Puig de la Coma Pedrosa* (9665 ft.), the highest peak in Andorra.

The *Road descending the Valira valley (motor omnibus) leads viâ (3½ m.) *San Julian de Loria* and (6½ m.) the frontier to (12½ m.) *La Seu-de-Urgel* (Hôt. des Pyrénées), a Spanish town with a remarkable Romanesque cathedral, connected by road (motor omnibus) also with Puigcerda (p. 439).

53. THE EASTERN PYRENEES

A. From Carcassonne to Perpignan viâ Quillan

Railway, 82½ m. (133 km.) in 5¼–5½ hrs. (40 fr. 90, 26 fr. 70, 16 fr. 80 c.); carriages are changed at Quillan; to *Quillan*, 34 m. (55 km.) in 2 hrs. (16 fr. 90, 11 fr. 5, 6 fr. 95 c.).

Road, 81 m. (130 km.). To (33 m.) *Quillan*, see p. 434. After traversing the *Gorge of the Aude we leave (40 m.) the road to Axat on the right and cross the *Col de la Pradelle* (p. 433).—66 m. (106 km.) *Estagel* (p. 433).—76 m. (122 km.) *Rivesaltes* (p. 376).—81 m. (130 km.) **Perpignan** (p. 376).

Carcassonne, see p. 368. The railway ascends the Aude as far as Axat.—6½ m. *Couffolens-Leuc*, with a 15–16th cent. château and an 11th cent. chapel.—8 m. *Verzeille* is 3 m. N. of *St-Hilaire*, whose Romanesque and Gothic church contains the 11th cent. tomb of St. Hilary, bishop of Carcassonne, and is adjoined by a 14th cent. cloister and other conventual buildings.—17 m. (27 km.) **Limoux** (6283 inhab.; *Hôt. Moderne et du Pigeon*, R. 7, D. 10, pens. 27 fr.; *de France*), in a fertile basin called the 'Jardin de l'Aude,' is noted for its 'touron' (comp. p. 344) and its sparkling wine. The church of *St-Martin* (12–16th cent.) has a good 14th cent. tower and spire; near by are the picturesque Place de la République and, in the Rue de la Trinité, a carved wooden house-front.

On a hill to the N. is the 14–15th cent. chapel of *Notre-Dame-de-Marceille*.—A branch line runs W. to (10½ m.) *Belvèze* (p. 368).

P. de l'Et.e Fourcat
P. du Pi Siguer
Et.e Blau
Orry des Esprres
Port de Rat 2542
Norte
P. de Serrere
2900m Port de Bouet
lo Serrat
P. de l'Estanyo 2908
P. del Pla de l'Estany
Valira del Norte
Llors
P. de la Coma Pedrosa 2945
P. de Casamanya 2738
Arinsal
Cortinada Ansalonga
Canillo
Tor Port Negre
COMA DE SETURIA
Alt de la Capa
Ordino
Prats
Bony de las Neras
Col de la Botella
Pal la Massana
ANDORR
Anyos
Sispony
Encamp
la Mosquera
Alt del Crie
Port de Montcerda
Pal Anclar
Et.e d'Angolastes
Os
ANDORRA LA VELLA
Angolastes
Escaldas
Tossa Braiball
Viaussan
Entremesaigues
Port de Valcivi
Kuvall
Col de la Maiana
Civis
SRA DE TEIXO
Sn Julia-de-Loria
Port de Perafita
Et.e de la Pera
Pont Negre 2605
P. de Perafita
Sarreinoba 2752
P. de la Rabassa
Arcabell
Ponso 2824
Sn Joan Fumat
Farga de Moles
Port de Caborei
1764
Boscaran
Bains de Sn Vicens
Aristot
Estimariu
Anserall
SEU D'URGELL
Torres
Arseguel
los Arenys
Castelautat
ALTA CAT

12-29 Imp. Dufrénoy. Paris.

Beyond a defile called the Etroit d'Alet we reach (22⅓ m.) **Alet** (*Hôt. des Bains ; du Parc*), a spa miscalled the 'Vichy Audois,' for its waters are more like those of the Vosges. It is notable for its ruined 11th cent. *Cathedral*, destroyed by the Huguenots in 1577. Adjoining is a 14–15th cent. church, and in the narrow streets of the old town are some fine Renaissance houses, notably the former *Palais de Justice* (now a private house; adm. granted to view the interior *Staircase).—27 m. *Couiza-Montazels*, with a 16th cent. château, is the station for (5 m. E.; motor omnibus) **Rennes-les-Bains** (*Hôt. de la Reine*, R. 7, D. 9, pens. 23 fr.; *Maison Armagnac*, R. 6, D. 8, pens. 18 fr.), a little spa at the foot of the Corbières (p. 371).

To the S.E. of Rennes is the *Pic de Bugarach* (4040 ft.), the highest of the Corbières. From Couiza to *Narbonne* viâ Mouthoumet, see p. 373.

28½ m. *Espéraza* (2131 inhab.) manufactures hats.—30½ m. *Campagne-sur-Aude*, with a military sanatorium.—34 m. (55 km.) **Quillan** (950 ft.; *Hôt. des Pyrénées ; Boyer*, R. 7, D. 9, pens. 20 fr.; *Siffre*), with 2531 inhab., stands at the foot of the Aude gorge in a smiling valley.

Excursions may be made to (1 m. W.) *Ginols-les-Bains ;* to the *Forêt des Fanges* (13 m. S.E.); to *Foix* (p. 427); or to *Ax-les-Thermes* (p. 429).

Beyond (37½ m.) *Belvianes* the railway plunges into the *Gorge de l'Aude or *Défilé de Pierre-Lys*, much better seen from the road (p. 434) as the view is obscured by frequent tunnels.—39½ m. *St-Martin-Lys*, at the head of the defile.—41 m. (66 km.) **Axat** (1300 ft.; *Hôt. Saurel : de la Gare*, R. 6, D. 10, pens. 20 fr.), where the railway quits the Aude, is the starting-point of roads to Ax-les-Thermes (p. 429) and viâ Usson to Montlouis (p. 437). The railway makes a long curve and ascends to the Col de la Pradelle (1752 ft.), and then runs downhill between wooded hills.—46 m. *La Pradelle* lies beneath the 13th cent. ruin of Puilaurens.—49 m. *Caudiès*, S. of the Pic de Bugarach (see above) is the station for (1 m. S.) *Fenouillet*, the capital of the Fenouillèdes, a district comprising the valleys of the Boulzanne and Agly.—56½ m. *St-Paul-de-Fenouillet* (860 ft.; Hôt. de l'Etablissement de la Fou; St-Pierre) is the station for the **Gorges de Galamus* (2½ m. N.), through which the Agly runs before its junction with the Boulzanne.—On the left of (61 m.) *Maury* rises the 11th cent. castle of *Quéribus* (2260 ft.), which guarded one of the frontier-passes before the French annexation of Roussillon (p. 376).

Rouffiac-les-Corbières, 8 m. N., lies beneath the splendid ruin of **Pierrepertuse*, the largest and most complete example of a frontier fortress in the district. It dates from the 13th and 16th cent. and covers an area of 180 acres.

The Canigou stands out boldly on the right as we approach (68 m.) *Estagel* (Hôt. Gary, noted for 'macabeu' and 'malvoisie' wines), the birthplace of François Arago (1786–1853), the astronomer, whose house and statue are in

the chief square. *Latour-de-France*, 2½ m. W., was built on the Languedoc bank of the Agly as a counter to the castle of Estagel in Roussillon. The *Tour de Tautavel* crowns a barren grey hill (1675 ft.) on the left.—75 m. *Espira-de-l'Agly* has a late 12th cent. church with twin apses and polychrome marble decoration.—77½ m. *Rivesaltes*, and thence to (82½ m., 133 km.) **Perpignan,** see p. 376.

B. From Carcassonne to Font-Romeu

Road, 79 m. (126 km.). Autocars of the Compagnie du Midi on Mon., Thurs., and Sat. (June 25th–Sept. 26th) in 8½ hrs. (73 fr., return 130 fr.); to *Quillan*, 31½ m. (51 km.) in 2½ hrs. (30 fr.); to *Usson*, where a midday halt is made, 51½ m. (83 km.) in 3½ hrs. (50 fr.).

Carcassonne, see p. 368. The first part of the journey, viâ (15 m.) *Limoux*, (20½ m.) *Alet*, and (25 m.) *Couiza* (comp. p. 433), follows the railway up the pastoral valley of the Aude. Beyond (33 m.) *Quillan* (p. 433), however, we enter the *Défilé de Pierre-Lys, the lowest gorge of the Aude, a narrow cleft 1¼ m. long between vertical walls of white rock. Of the three short tunnels the first is called the 'Trou du Curé,' in memory of the Abbé Armand (1742–1823) of St-Martin-Lys, whose efforts led to the construction of the road. Leaving on the right a road to Ax up the Rébenty valley and on the left the Perpignan road, we reach (41½ m.) *Axat* (p. 433) and soon plunge into the *Défilé de St-Georges, a repetition of the lower gorge.—51½ m. (83 km.) **Usson-les-Bains** (2540 ft.; *Grand-Hôtel*, R. 7, D. 12, pens. 28 fr.), where the autocars halt for luncheon, has a bath-house with sulphurous and arsenical waters, and a ruined castle on a rocky spur.

The old road up the Bruyante valley leads viâ (3 m.) *Le Pla* (whence a track ascends W. to the Col de Paillères, p. 430) to (4½ m. S.) *Quérigut* (3940 ft.; Hôt. Salettes, R. 5, D. 10, pens. 18 fr.), the ancient capital of the hilly *Pays de Donézan*. A road leading thence S.E. rejoins the main road at Puyvalador (see below).

54 m. (87 km.) **Bains de Carcanières et d'Escouloubre** (2985 ft.; *Hôt. Roquelaure*, at Carcanières; *Bonnail*, at Escouloubre), divided by the Aude into Carcanières (left bank) and Escouloubre (right bank), is an inexpensive spa frequented by local patients, and is a good base for excursions in the Capcir (see below). The church of Escouloubre, 2½ m. N., has some good Romanesque carving.—A winding ascent brings us to the level of the Capcir, which we enter through a defile. 63 m. *Puyvalador* and *Fontrabiouse*, 1 m. E., have little Romanesque churches built of the local granite.—The church of (65 m.) *Formiguères* (4855 ft.; Hôt. Merlat), the chief place in the Capcir, is a more ambitious structure (rebuilt) of the same type, containing a fine wooden Crucifix and a communion table of coloured marble.

The Capcir, one of the coldest inhabited districts in France, is a mountain-girt plain included in the upper valley of the Aude. The ascent of the *Puig de Prigue* or *Péric* (9220 ft.), 4 hrs. W. up the Lladure valley, is rewarded by a fine view. The *Lac d'Aude*, in which the Aude takes its source, is 3 hrs. S.W. Above

it rises the *Roc d'Aude* (7800 ft.) in full view of the wild Puig de Carlitte and its lakes. The descent may be made to (2 hrs.) Les Bouillouses (p. 438).—From Formigueres to *Ax*, see p. 430.

The road crosses (70 m.) the *Col de la Quillane* or *de Casteillon* (5730 ft.) and descends towards the Têt valley viâ (72 m.) *La Llagone*, whose church contains a draped Christ of the 12th century.—74 m. *Montlouis* and thence to (79 m., 126 km.) **Font-Romeu**, see pp. 447, 478.

C. From Perpignan to Vernet-les-Bains and Bourg-Madame

Electric Railway, 64 m. (103 km.), in 4¼–4¾ hrs. (45 fr. 80, 29 fr. 90, 26 fr. 45 c.); to *Villefranche-Vernet-les-Bains*, 29 m. (47 km.) in 1½ hr. (14 fr. 45, 9 fr. 45, 5 fr. 95 c.); to *Montlouis*, 46½ m. (75 km.) in 3–3½ hrs. (28 fr. 90, 18 fr. 90 c.); to *Font-Romeu*, 51 m. (82 km.) in 3½–4 hrs. (33 fr. 20, 21 fr. 70 c.). Carriages are changed at Villefranche, whence a narrow-gauge railway (1st and 2nd class only) completes the journey.

Road, 61½ m. (99 km.), up the valley of the Têt, leaving Perpignan by the Av. de la Gare and joining the Route des Pyrénées (p. 441) at (17 m.) *Bouleternère*.

Perpignan, see p. 376. As we cross the plain of Roussillon the Canigou is conspicuous on the left behind the Aspres hills.—8 m. *St-Féliu-d'Avall* and (9½ m.) *St-Féliu-d'Amont* have Romanesque churches.—10½ m. *Millas* has a 13th cent. reliquary in its church. The Canigou becomes more prominent as we approach (14 m.) *Ille* (2650 inhab.: Hôt. du Midi), an old town with a red marble church and a fortified gate.—At (17 m.) *Bouleternère*, with its four towers, the road to Amélie-les-Bains diverges on the left (comp. p. 441).—Beyond (20 m.) *Vivça* we cross the Lentilla valley.

Velmanya (2800 ft.; Hôt. Maynéris), 10 m. up this side glen, is a base for the ascent of the Canigou (p. 436). The road passes (4 m.) *Espira-de-Conflent*, whose 12th cent. church contains some curious painted reliefs in wood (17th cent.)

Beyond (22½ m.) *Marquixanes* the picturesque village of *Eus* clusters round a hill-top on the right.—25½ m. (41 km.) **Prades** (1150 ft.; *Grand-Hôt. Malet*, R. 8, D. 12, pens. 26 fr.; *Sidos ; Salets*), the old capital (3692 inhab.) of the district of *Conflent*, stands at the N. foot of the Canigou. The Gothic church has an older tower and some typically gorgeous Catalan altar-pieces. In front of it is a restored fragment of the cloister (11–12th cent.) of *St-Michel-de-Cuxa*, a ruined abbey 2 m. S., where the sainted Doge Pietro Orseolo, one of the builders of St. Mark's in Venice, died in 987.

The *Canigou* (p. 436) may be ascended hence in 2 days viâ St-Michel, Taurinya, and the Col de Millères (p. 436). The proprietor of (7 hrs.) the Chalet-Hôtel des Cortalets (p. 436) makes the ascent from Prades every few days and is willing to act as guide.

Molitg-les-Bains (1475 ft.; *Hôt. de l'Etablissement*, R. 8, D. 12, pens. 28 fr.; *Auter*, R. 5, pens. 25 fr.; open June-Sept.) lies 5 m. N.W. in the Castellane valley (motor omnibus; railway in construction). The *Pic de Madres* (8110 ft.) is 6 hrs. farther W. at the head of the valley. At its foot are the three lonely tarns called *Gorchs de Nohèdes*, reached by tracks also from Ria (see below) and from Olette (p. 437).

28 m. *Ria* is situated at the foot of a rocky defile of the Têt.—29 m. (47 km.) *Villefranche-Vernet-les-Bains*. **Villefranche-de-Conflent** (1425 ft.; *Hôt. Terminus ; Lhoste*) is an old-fashioned

little town with dilapidated houses, an interesting church (12th and 14th cent.), and a 17th cent. fort.

A motor omnibus runs hence in connection with the trains to (3½ m. S.) *Vernet-les-Bains* viâ (2 m.) *Corneilla-de-Conflent*, whose remarkable Romanesque church contains a stone *Altar-piece of 1345.—Road up the Sahorre valley, see p. 437.

VERNET-LES-BAINS (2135 ft.; *Hôt. du Portugal et du Parc*, R. 20, L. 22, D. 25, pens. 75 fr.; *Mercader*, R. 15, L. 15, D. 18, pens. 35 fr.; *Ibrahim-Pacha; des Commandants; de la Préfecture; Moderne, Pens. Goudard*, R. 10, D. 12, pens. 25–28 fr.), with anti-rheumatic waters, has a splendid park of 1730 acres. Above the spa is the crowded old village, with a restored castle and a church containing 13th cent. stalls. Near the castle is a monument to the 'Entente Cordiale' (1921). Lord Roberts, who laid the foundation stone of the English church, and Rudyard Kipling were frequent visitors to Vernet.

A pleasant road runs S. up the right bank of the Cady to (1¼ m.) *Casteil*, whose modern church contains the tomb of Count Guifred and some old capitals from the abbey of **St-Martin-du-Canigou** (3495 ft.; 35 min.), which crowns a plateau to the E. Guifred founded the abbey in 1007 in expiation of the murder of his son, and soon after took the habit, dying a simple monk at St-Martin in 1049. The restored Romanesque church, showing traces of Italian influence, covers an aisled crypt of unusually large dimensions; the cloister and the domestic buildings may likewise be visited.

The *Ascent of the Canigou is the most favoured expedition from Vernet. The usual route follows the *Route de Balatg* to (14½ m.) the Chalet-Hôtel des Cortalets, whence the summit is attained by an easy climb of 2 hrs. (guide needless). —3 m. *Fillols*, with iron mines.—5 m. *Col de Millères* (2790 ft.), where we join the road from Prades (p. 435). We enter the forest of Balatg and reach (10 m.) the *Maison Forestière* (5250 ft.; no adm.).—13 m. *Col des Cortalets* (6850 ft.), on the left of the road.—14½ m. The *Chalet-Hôtel des Cortalets* (7220 ft.; June–Sept., refuge adjoining open always), built in 1898 by the C.A.F., accommodates 22 guests. The easiest ascent hence (2½ m.) leads S.W. viâ the N. side of the Clot des Estanyols, an immense cavity with a glacier at its foot. Passing the Fontaine des Perdrix, on the right of which rises the *Pic du Maréchal-Joffre* (7920 ft.), we reach (2 hrs.) the summit (small refuge) by a path up the N. face. The **Canigou** (9137 ft.), described by Kipling as a "magician among mountains," is the farthest E. of the great Pyrenean summits, and commands a superb *View of the serried ranks of the Pyrenees; the Puig de Carlitte is prominent to the W., with the mountains of Andorra and (in clear weather) the Maladetta behind; to the S. the Spanish mountains are visible as far as the Montserrat; and to the N. the Cévennes rise behind the Corbières. It is said that sometimes the Canigou is visible from Marseilles and even from the Ventoux, 180 miles away.

The other principal summits of the massif are the *Puig Barbet* (9015 ft.; N.E.), the *Puig Charles-Lefrançois* (8185 ft.; S.E.); the *Puig Sec* (8858 ft.; S.); and the *Puig des Trés-Vénts* (9065 ft.: S.). The descent may be made on foot by a zigzag path leading direct from the Col des Cortalets to the Maison Forestière de Balatg (p. 436) and by another path quitting the road farther on before the Col de Milléres. This second track crosses a pass into the Vallée de St-Vincent, which descends to Vernet. Another alternative leads S. towards the Puig Sec, crosses the Porteille de Velmanya, leaving a track to Velmanya (p. 435) on the left, and descends the Vallée du Cady, viâ the *Maison Forestière de Mariailles*. For the ascent from Prades, see p. 435; from Amélie, see p. 440; from Arles-sur-Tech, see p. 440.

The VALLÉE DE SAHORRE is reached by a road leading W. from Vernet across (2 m.) the *Col de Sahorre* (2950 ft.), beyond which we join the valley road from Villefranche.—3½ m. *Sahorre*, with a Romanesque church, is 20 min. E. of the Château de Thorent (visitors admitted —7 m. *Py* is noted for its honey. Hence we may go on S.W. by bridle-path over the *Col de Mantet* (5790 ft.) to (4 hrs. from Vernet) *Mantet*, at the foot of two frontier passes: the *Col de la Madona* (8150 ft.), leading to (8½ hrs.) *Sept-Casas* and (11 hrs.) *Camprodon*; and the *Porteilla de Mantet* (8130 ft.) leading to (8 hrs.) the *Chalet-Refuge de l'Ull-de-Ter* and (12 hrs.) *Nuestra Señora de Nuria* (p. 438).—Other excursions may be made from Vernet to (8½ hrs.) Prats-de-Mollo viâ Mariailles (see above) and *Pla-Guillem* (7555 ft.); to the Romanesque church of *Fuilla* (2 m.) on the right of the Sahorre road; to the *Tour de Goa* (4160 ft.), a ruined tower crowning a hill to the S.W. and commanding a *View of the Canigou and of its W. spur, the *Puig de Quazémi* (7947 ft.).

From Vernet-les-Bains by the Route des Pyrénées to *Font-Romeu* and *Ax*, see p. 430; to *Cerbère*, see p. 441.

Beyond Villefranche-Vernet, where the narrow-gauge railway begins, we pass (l.) the rope-railways of the iron mines of Escaro, and on the right two battlemented towers of the castle of La Bastida.—35 m. *Olette-Canaveilles* is the station for the two little watering-places of *Olette* (Hôt. de la Fontaine; de l'Etablissement), and *Canaveilles* (Hôt. de l'Etablissement des Graüs), 2½ m. S.W.

A road runs N. from Olette to the *Gorchs de Nohèdes* (5 hrs.; p. 435) viâ the ruined castle of Evol and the Col de Portus.

36 m. *Nyer* has a restored castle containing some antiquities (adm. on application). We enter the Défilé des Graüs ('gradus,' i.e. steps) and reach (37½ m.) *Thuès-les-Bains* (2650 ft.; Hôt. des Etablissements, R. 12, D. 12, pens. 38½ fr.), beyond which is (39 m.) *Thuès-entre-Valls*, at the mouth of the **Gorges de Carença*, which may be ascended to (6 hrs.) the Etang de Carença.—We cross the Têt by the lofty Viaduc Séjourné, 215 ft. above the river.—41½ m. *Font-pédrouse-St-Thomas-les-Bains* (3450 ft.), at the foot of a pass to Nuria (p. 438).—After (43½ m.) *Sauto* a suspension-bridge 265 ft. high carries us once more across the Têt.—45 m. *Planès* has an extraordinary triangular church, probably not older than the 15th century.—46½ m. (75 km.) *Montlouis-la-Cabanasse*, in the village of La Cabanasse, is the station for (1½ m. N.) **Montlouis** (5135 ft.; *Hôt. de France*, R. 8, D. 12, pens. 25 fr.; *des Pyrénées*, R. 6, D. 12, pens. 25 fr.; *Jambon*), the highest garrison town in France, surrounded by ramparts built by Vauban in 1681. A curious monument commemorates Gen. Dagobert, who conducted a successful campaign

against the Spaniards in 1793, and died of wounds at Montlouis in 1794.

A steep road leads hence to (8½ m. N.W.) *Les Bouillouses* (6560 ft.; Chalet-hôtel in summer), where a large reservoir regulates the water-supply in the Têt valley and provides electrical energy for the railway to Perpignan. From the reservoir we may go on N. to the Roc d'Aude and Formiguères (p. 434), or make the difficult ascent of (7–7½ hrs.) the *Puig de Carlitte* (p. 430) viâ the *Col de la Grave* (7865 ft.) or viâ the *Refuge Ballif* on the shore of the *Etang Llat* (6955 ft.).

An interesting alternative route from Montlouis to Bourg-Madame (16 m.) follows the main road to (2 m.) the Col de la Perche (see below), diverging there to the right towards Font-Romeu. At (6½ m.) *Odeillo-Via* we leave the road to Font-Romeu (2½ m.) on our right and ascend to (8½ m.) *Targassonne* (5240 ft.), beyond which we cross the Chaos de Targassonne, a tumbled mass of granite boulders. Winding round the N. side of the enclave of Llivia (see below) we descend a charming valley to (11½ m.) *Angoustrine*, whose Romanesque church contains an old altar-piece.—12½ m. *Villeneuve-les-Escaldes* stands at the foot of the valley in which lies the sanatorium of *Les Escaldes* (4500 ft.; open always).—At (13½ m.) *Ur* (p. 431) we join the road from Ax and turn to the left; thence to (16 m.) *Bourg-Madame*, see p. 431.

The railway winds uphill and crosses the *Col de la Perche* (5175 ft.), on the watershed separating the Têt from the Sègre, beyond which we enter the Cerdagne.

The **Cerdagne,** anciently inhabited by the Ceretani, originally included the three baronies of Céret, St-Laurent-de-Cerdans, and Puigcerda. It is now restricted to the upper valley of the Sègre, a tributary of the Ebro. The villages of the Upper Cerdagne were ceded to France along with Roussillon in 1659 (comp. p. 376); the capital, Llivia, being dignified with the title of town, was by a quibble not included in the cession and remains Spanish to this day, connected with Spain by 'neutral roads' ('chemins neutres').

48 m. *Bolquère-Eyne* (5225 ft.) is at the summit-level of the railway.—51 m. (82 km.) *Font-Romeu-Odeillo-Via* (5035 ft.), near the village of Odeillo-Via whose church is the winter shrine of the Virgin of Font-Romeu (see below), is the station for the summer and winter sports resort of **Font-Romeu** (5900 ft.; **Grand-Hôtel*, 2½ m. from the station, R. 25, B. 5, L. or D. 25, pens. 60 fr., a luxurious hotel with 250 rooms and a private bob-sleigh run; *Hôt. de l'Ermitage*, ½ m. farther, 125 R., R. 8, L. or D. 12, pens. 28 fr., comfortable). Both hotels are open from June 15th to Sept. 30th and from Dec. 15th to Feb. 28th. Adjoining the second hotel are the Hermitage and the Chapel of *Notre-Dame de Font-Romeu*, where a miraculous Virgin is exposed in summer.

Font-Romeu is the midday halting-place of the autocars of the Route des Pyrénées between Ax-les-Thermes and Vernet-les-Bains (comp. p. 430), and the terminus of the route from Carcassonne (comp. p. 434). Other autocars of the Compagnie du Midi make excursions to the Gorges de Carença (23 fr.; p. 437); to Les Bouillouses (25 fr.; see above); to Puigcerda (30 fr.; p. 439); to Vernet (40 fr.; p. 436); and to Quillan (80 fr.; p. 433). The Puig de Carlitte is ascended either viâ Les Bouillouses or viâ Porté (p. 430).

From Odeillo (see above) a road ascends S.E. to (3 m.) *Eyne*, whence a bridle-path crosses the *Col d'Eyne* (8500 ft.) to (6 hrs.) the hermitage of *Nuestra Señora de Nuria* (Inn) in Spain. The return may be made to (9 hrs.) Fontpédrouse (p. 437) viâ the *Col de Noufonts* or *Neuffonts* (9215 ft.) and Prats-Balaguer; or to (6 hrs.) Llo (p. 439) viâ the **Col de Finestrelles* (8395 ft.).

The railway now laboriously climbs down the E. slopes of the Upper Cerdagne, crossing the Eyne torrent before (55½ m.) *Estavar*.—57 m. *Saillagouse* (4295 ft.; Hôt. Joseph-

Planès), with an old but disfigured church, is 3 m. S. of Llivia by ' chemin neutre.'

Llivia (850 inhab.), the ancient *Julia Livia*, was capital of the whole Cerdagne until 1177. It occupies a Spanish enclave within France (comp. p. 438) and is a favourite haunt of smugglers. The balconied streets are entirely Spanish in style, and the fortified church contains richly gilt altar-pieces.

From Saillagouse we may ascend viâ *Llo* and the upper Sègre valley to the Col de Finestrelles (see p. 438). The *Puig de Finestrelles* (9272 ft.) and the *Puigmal* (9545 ft.), on the frontier, are climbed in 6 hrs.

64 m. (103 km.) **Bourg-Madame** (3760 ft.; *Hôt. Salvat*, R. 8, D. 12, pens. 25 fr.; *Buscail*), the present terminus of the railway and the last town in the French Cerdagne, was formerly called *La Guinguette*, having received its present name in 1815 in honour of the Duchesse d'Angoulême. The bridge over the Raour, which joins the Sègre below the town, marks the Franco-Spanish frontier.

The church of *Hix*, a little to the E., is a 12th cent. building with interesting paintings. *Llivia* (see above) is 4 m. N.E. by ' neutral road.'—From Bourg-Madame omnibuses ply daily to *Ax-les-Thermes* (p. 429) and twice daily to *Font-Romeu* (p. 438).

From Bourg-Madame to *Ax-les-Thermes*, *Font-Romeu*, and *Vernet-les-Bains* by the Route des Pyrénées, see p. 430; to *Montlouis* viâ Targassonne, see p. 438.

Beyond the Raour bridge is (10 min.) the interesting Spanish town of **Puigcerda** (2800 inhab.; *Hôt. Tixaire; Europa*), or *Puycerda*, founded by Alfonso II of Aragon in 1177 as capital of the Cerdagne. The church has a good interior doorway and the usual Catalan profusion of altar-pieces. Puigcerda is connected by road with (37 m.) *Ripoll* (on the railway to Barcelona), famous for its Romanesque cathedral and cloister; and also (autocar daily) with (34 m.; 55 km.) *La Seu-de-Urgel* (p. 432), whence an autobus plies daily in ¾ hr. to *Andorra-la-Viella* (p. 432).

D. From Perpignan to Arles-sur-Tech and Prats-de-Mollo

Railway, 43½ m. (70 km.) in 3½ hrs. (18 fr. 25, 12 fr. 25, 8 fr. 60 c.). To *Arles-sur-Tech*, where carriages are changed, 30½ m. (49 km.) in 2 hrs. (15 fr. 5, 9 fr. 85, 6 fr. 20 c.); light electric railway thence to *Prats-de-Mollo*, 13 m. (21 km.) in 1½ hrs. (3 fr. 20, 2 fr. 40 c.).

Road, 41 m. (66 km.), leaving Perpignan by the Rue Maréchal-Foch (Pl. A 4). —3½ m. *Pollestre*.—13½ m. (22 km.) *Le Boulou* (see below).—20½ m. (33 km.) **Céret** (p. 440).—29 m. (47 km.) *Arles-sur-Tech* (p. 440).—41 m. (66 km.) **Prats-de-Mollo** (p. 441).

Perpignan and thence to (8½ m.) *Elne*, see pp. 376, 378.—Our line turns S.W. up the left bank of the Tech, passing between the Albères (l.) and the Aspres (r.).—13 m. *Brouilla* has a church with a trefoil apse.—15 m. *Banyuls-dels-Aspres* crowns a hill to the right.—18½ m (30 km.) **Le Boulou** (*Hôt. Reynal*, plain) has a curious church porch and is important as the junction of the Route des Pyrénées (see p. 442) with the Perpignan–Barcelona road.

From Le Boulou to Figueras, 20½ m. (33 km.) by road (motor omnibus from Perpignan, see p. 337; omnibuses to the Bains du Boulou and Le Perthus).

1½ m. *Bains du Boulou* (Hôt. de l'Etablissement, R. 8, D. 9, pens. 20 fr.), a small spa more formally known as *St-Martin-de-Fenouillar*, after the church on the opposite side of the valley which is perhaps the oldest building in Roussillon. —Leaving the Route des Pyrénées on the right at two huge cork-trees we ascend through the three gorges of the Rom. 5½ m. **Le Perthus** (950 ft.; *Hôt. Taulère*), the frontier village, half in France and half in Spain, has lost much of its importance since the construction of the coast railway. It was the scene of a French

victory over the Spaniards in 1794. At the head of the valley, 3 m. E., is the old church of *St-Martin-d'Albera*. Beyond the frontier we descend the Llobregat valley.—9½ m. *La Junquera*.—20½ m. (33 km.) *Figueras* is on the Perpignan–Barcelona railway.

Leaving Le Boulou the railway traverses a cork-wood which provides material for the chief industry of the district. Beyond (21 m.) *St-Jean-Pla-de-Cors*, with its Romanesque church, we cross the Tech near the bold *Pont de Céret (l.), a bridge of 1321 built nearly 100 ft. above the river at the lower extremity of the *Vallespir*, or upper valley of the Tech. The Canigou is prominent on the right.—23½ m. (38 km.) **Céret** (3502 inhab.; *Hôt. Garetta ; du Commerce*), the ancient *Ceredesium*, retains some old ramparts and a church door of 1398. A monument commemorates Déodat de Sévérac (1873–1921), the composer, who died at Céret. We cross the Tech three times and see Palalda (p. 441) on its hill to the right.—28½ m. (46 km.) **Amélie-les-Bains** (*Hôt. Moderne, Terminus*, R. 10, D. 12, pens. 25 fr.; *des Thermes-Pujade*, R. 8, D. 11, pens. 25 fr.; *des Thermes-Romains*, R. 8, D. 10, pens. 23 fr.; *des Gorges, Bach, de l'Union*, pens. 20 fr.; numerous *Pensions*), a well-known spa whose warm springs are rich in ' barégine ' or ' glairine ' (comp. p. 411), was known successively as Arles-les-Bains, Bains-sur-Tech, and Fort-les-Bains, and received its present name in 1840 in honour of Amélie, queen of Louis-Philippe.

The favourite short walk threads the *Gorges du Mondony* (S.E.), and above the town to the W. rises the *Fort*, built by Louis XIV to quell the revolt against the salt-tax. Longer excursions may be made to (2 hrs. S.) *Montalba*, in a wild mountain basin; to (10 hrs. return; guide advisable) the *Roc de France* (4755 ft.), a frontier peak reached viâ Can-Felix; and to the *Canigou* (p. 436) viâ Arles (see below) or viâ Montbolo (N.W.) and the Mines de la Pinouse.—For the Route des Pyrénées see p. 441.

30½ m. (49 km.) **Arles-sur-Tech** (910 ft.; *Hôt. des Glycines*, R. 6, D. 10, pens. 20 fr.; *Thouron*), the chief town (1603 inhab.) of the Vallespir, is notable for its *Abbey Church, founded in 1046 and rebuilt and vaulted in 1150–57. In front of the façade, which was built at the E. end in 1157, is the Tomb of SS. Abdon and Sennen, two Persian nobles martyred under Decius in 250. Their remains were brought hither to free the Vallespir from the wild beasts which infested it, and their sarcophagus contains a miraculous spring. Their history is depicted on a 17th cent. altar-piece in the 1st S. chapel which incorporates their bust-reliquaries (15th cent.). The 16th cent. tower and the graceful cloister (1261–1303) are likewise noteworthy.—The Gothic church of *St-Sauveur*, in an old square, has a good Romanesque tower, and ½ m. N.W., near the Riu Ferrer, is the disused 13th cent. church of *St-Pierre*. The fête on July 30th, with Catalan musicians and bull-fights in the Grande Place, is picturesque.

The *Canigou* (p. 436) is ascended from Arles in 8½ hrs. viâ *Corsavy*, with its abandoned church (1158), the iron mines of *Batère*, and the Vallée de Velmanya (bridle-path all the way.)

From Arles an electric railway, diverging from our line at (6 m.) *Manyaques* (see below), mounts to the quaint old town of (12 m.) *St-Laurent-de-Cerdans* (2130 ft.; Hôt. du Midi) in a setting of wooded hills. *Coustouges* (2725 ft.), 3 m. S.E., possesses one of the best Romanesque churches (1142) in the district. Hence we may cross the frontier (½ m.) into the Muga valley, which descends to Figueras (p. 440).

At Arles begins the narrow-gauge electric line for Prats-de-Mollo. 32½ m. *La Palme* is the nearest station to Corsavy (see p. 440).—At (36½ m.) *Manyaques* the St-Laurent line diverges on the left, and farther on, on the same side, we catch a glimpse of the towers of Cabrens at the head of the Manère valley.—38 m. *Serralongue-la-Manère* is the station for (2½ m. S.) *Serralongue*, with a Romanesque church, and for (6½ m.) *La Manère*, the most southerly village in France, dominated by the three *Tours de Cabrens (13–14th cent.).—39 m. *Le Tech*, beneath the Puig des Trés-Vénts.—43½ m. (70 km.) **Prats-de-Mollo** (2450–2600 ft.; *Hôt. du Commerce*, R. 6, D. 10, pens. 25 fr.; *Ausseil*), a curious old walled town (1031 inhab.) with a fortified church, is favoured as a winter resort on account of its sunny climate.

Camprodon in Spain is 4 hrs. S.W. (bridle-path) viâ the *Col d'Arrès* (4290 ft.) and Mollò.—*Pla Guillem* (comp. p. 437) is 5 hrs. N. by an easy and beautiful path.

Motor omnibuses in connection with the trains run to (4½ m. in ½ hr.) **La Preste** (3710 ft.; *Grand-Hôtel*, 200 R., R. 6, D. 12, pens. 24 fr.), a watering-place on a terrace above the Tech. Excursions are made hence to (2½ hrs.) *Mollò* (see above) viâ (1 hr.) the *Col Prégon* (5365 ft.), on the frontier; to the *Source of the Tech* (4–5 hrs. return); and to the *Pic de Costabona* (8085 ft.; 9–10 hrs. return; guide essential), on the frontier above the source of the Tech.

E. From Vernet-les-Bains to Cerbère

85½ m. (138 km.). AUTOCARS of the Route des Pyrénées on Sun., Wed., and Fri. (June 30th–Oct. 1st) in 9½ hrs. (70 fr.; return 125 fr.); to *Amélie-les-Bains*, where a midday halt is made, 41 m. (66 km.) in 3½ hrs. (35 fr.).

Vernet-les-Bains, see p. 436. The road descends to *Villefranche-de-Conflent* (p. 435) and turns to the right down the Têt valley, passing (8½ m.) *Prades* (p. 435) and (14 m.) *Vinça* (p. 435). At (17½ m.) *Bouleternère* (p. 435) we quit the Perpignan road and the Têt valley and ascend the side valley of the Boulès, passing on the right (22½ m.) the picturesque ruins of the abbey of *Serrabona* (11–12th cent.).—At (26 m.) the *Col de Fourtou* (2572 ft.), on the watershed between the Têt and the Tech, the road forks, the left branch descending to Céret (10½ m.; p. 440). We take the right branch, passing beneath the formless ruin of the Château de Belpuig, and descending through (30 m.) *St-Marsal*, a village commanding a fine view of the Tech valley.—39½ m. *Palalda*, a mass of houses clinging to the hillside, with an old castle above and a church whose door is decorated with local ironwork, is typical of the mountain villages of Roussillon.—41 m. (66 km.) **Amélie-les-Bains**, where the midday halt is made, see p. 440.

Leaving Amélie we descend the Tech valley beside the railway to (46 m.) *Céret*, crossing the river on the lower story of the railway bridge near the 14th cent. Pont de Céret

(p. 440). In the town of Céret we turn sharp to the left to reach the cork-making village of (51 m.) *Maureillas* and (53½ m.) the *Bains du Boulou* (p. 439). The road now keeps to the S. side of the Tech valley, at the foot of the gentle slope of the Monts Albères.—59½ m. *St-Genis-les-Fontaines* and (66½ m.) *St-André* both have interesting Romanesque churches. At (71 m., 114 km.) **Argelès-sur-Mer** (p. 379) we join the road and railway from Perpignan, and soon after strike the Côte Vermeille (p. 379).—Between (75 m.) *Collioure* and (77 m.) *Port-Vendres* (p. 379) and beyond (81½ m.) *Banyuls* (p. 379) the road runs 'en corniche' above the sea, with fine views from the Cévennes to the mountains of Catalonia.—85½ m. (138 km.) **Cerbère,** on the Spanish frontier, see p. 380.

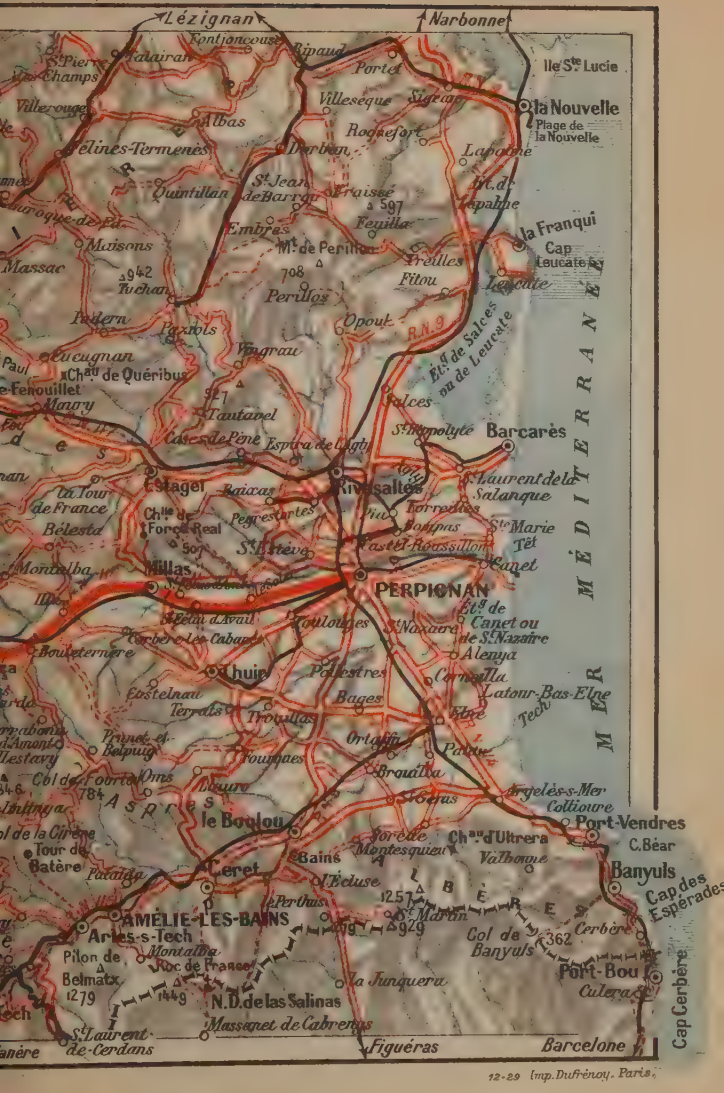
VI. CORSICA

CORSICA (in French, *Corse*), the largest island in the Mediterranean (3388 sq. m.) after Sicily and Sardinia, is a complete department in itself, with a population of 281,959. In natural charm, by virtue of its rich vegetation, it is perhaps the loveliest of Mediterranean islands; its lower slopes are covered with the sweet-scented 'maquis' or 'macchia,' an almost impenetrable thicket of arbutus, cistus, myrtle, lentisk, and heath, mingled with the lowlier thyme, rosemary, and honeysuckle. Higher up are forests of beech, oak, and fir, and above them rise the irregular crests of the mountains, snow-capped until summer, whose highest peak is Monte Cinto (8890 ft.). Corsica is separated from Sardinia by the Strait of Bonifacio, 7½ m. wide, and the nearest point on the mainland is the peninsula of Piombino in Italy, 51 m. E. of Capo Sacro. The Cap d'Antibes (p. 153) is 105 m. N. of Cap Corse. The island is famous for its game and its fishing, practically unpreserved, though permission to shoot in the national forests must be obtained at Ajaccio or Bastia from the Conservation des Forêts. It is scarcely necessary to say that brigandage has absolutely disappeared, and though the custom of vendetta still obtains, the stranger to the island has no concern with these family feuds.

Approaches. I. Services of the Compagnie Fraissinet, 5 Rue Beauveau, Marseilles. Fares are given inclusive of port dues. Third class berths are strictly limited in number and are obtainable only on the day of sailing; deck passengers are carried at a reduced rate. Meals are served on board at fixed tariffs varying according to class (B. 3½, 2½, or 2 fr.; L. or D. 10, 7½, or 5 fr.). Children under 10 are carried at about half price. 'Cabines de luxe' (75 to 200% extra) and 'cabines de priorité' (30% extra) may be engaged on the S.S. 'Général Bonaparte' and the S.S. 'Corte II.'

From Marseilles. To *Bastia*, every Wed. in 16 hrs. (96 fr. 50, 59 fr., 35 fr. 50 c.); every Sun. in 20 hrs. (106 fr. 50, 66 fr. 50, 40 fr. 50 c.).—To *Ajaccio*, Tues. and Fri. in 13¾–17 hrs. (97 fr., 59 fr. 50, 36 fr.).—To *Calvi* and *Ile-Rousse*, see p. 443.

LÉGENDE
Routes carrossables
Chemins et sentiers de touristes
Kilomètres
0 5 10 15 20
0 English 6 Miles
Castelnaudary
Carcassonne
Limoux
Alet
Couiza
Rennes-les-Bains
Quillan
Bélesta
Belcaire
Axat
Bains d'Usson
Bains de Carcanières et d'Escouloubre
Prades
Villefranche de-Conflent
Oletta
Font-Romeu
Montlouis
Bains de Thuès
le Vernet-les
Puigmal
N.D. de Nuria
Bains de la Preste
Roque Couloum
Pic de Fenestrelles
Col de Nouffonts
Col de la Perche
Col de Puivert
Col de Jau
Col de Paillères
Col de Planès
Col de Mantet
Col de Fanges
Col de St Louis
Col Pregon
Aude
Sournia
Mosset
Serdinya
Py
Mantet
Campcardos
Err
Ripoll
Lavelanet
Espezel
Belvis
Coudons
Ginoles
Fenouillet
Vira
Montfort
Roc Madres
Sansa
Joncet
Nohorre
Fontpédrouse
Tarerach
Bugarach
Fenouillèdes
Lapradelle
Gincla
Selvetxines
Gorges des Georges
Bessede
Rodome
Rebenty
Marsa
Espezel
Toucou
Nébias
Campagne-s-Aude
Serres
Arques
Espéraza
Mirepeisset
Clermont
Fourtou
St Just
St Louis
Soulatgé
Quérigut
Puyvalador
Porteille d'Orlu
Fontrabiouse
Réal
Formiguères
Matemale
Err
Llo
Eyne
Planès
Angoustrine
Estavar
Villalongue
Cambres d'Aze
Llivia
Puigcerda
Osseja
Léocadie
Bourg-Madame
Les Escaldes (Bains)
Targasonne
Font-Romeu
Ur
Ax
Tour de
Prat
Bains
Py
Sahorre
Jujols
Fillols
Taurinya
Corneilla-de-Co
Villerach
Ria
Joncet
Mosset
Sournia
Vira
Gincla
Fenouillet
Lapradelle
Fenouillèdes
Bugarach
Tarerach
Col de St Louis
Col de Fanges
Col de St Martin-Lis
Col de la Perche
Col de Puivert
Col de Jau
Col de Paillères
Col de Planès
Col de Mantet



12-29 Imp. Dufrénoy. Paris.

From Toulon. To *Calvi* and *Ile-Rousse*, every Sat. evening (alternate Sats. to Ile-Rousse and Calvi) in 12¾ hrs. (96 fr., 58 fr. 50, 35 fr.). This service leaves Marseilles on Sat. morning (extra fare 23 fr., 16 fr. 50, 12 fr.).

From Nice. To *Calvi* and *Ile-Rousse*, every Sat. (alternate Sats. as above) in 9 hrs. (87 fr., 52 fr., 31 fr.; to Ile-Rousse, 1 fr. less).—To *Bastia*, every Sat., daylight service in 9½ hrs. (96 fr. 50, 59 fr., 35 fr. 50 c.).—To *Ajaccio*, every Fri., daylight service in 10 hrs. (97 fr., 59 fr. 50, 36 fr.).

From Leghorn. To *Bastia*, ev. Thurs. (no meals) in 6 hrs. (48 fr., 32 fr., 16 fr.).

Coasting Services (bad connections). *Ajaccio* to *Propriano*, twice weekly in 2½ hrs. (18 fr., 14 fr., 10 fr.).—*Propriano* to *Bonifacio*, weekly in 3 hrs. (17 fr. 50, 13 fr. 50, 9 fr. 50 c.).—*Bonifacio* to *Porto Vecchio*, weekly in 2¾ hrs. (17 fr., 13 fr., 9 fr.).—*Bastia* to *St-Florent*, fortnightly in 4½ hrs. (28 fr. 50, 18 fr. 50, 12 fr. 50 c.).

II. Other Services: Fortnightly from *Genoa* (Società Italia) viâ Leghorn to *Bastia*, going on to Maddalena and *Porto Torres* in Sardinia.—In July–Sept. irregular services ply between *Tunis* and Ajaccio and Bastia.

III. Air Service on Mon., Wed., and Fri. from *Antibes* to *Ajaccio* in 2 hrs., returning the following day (220 fr.; return, 352 fr.). Luggage, 15 kg. (32 lbs.).

Plan of Tour. The best seasons to visit Corsica are between the end of April and the end of June and from early September to mid-October, when the high road-passes are free from snow. The summer climate on the coast is hot and dry, especially after June, but on higher levels the heat is tempered by cool breezes, and summer is the best season for the higher ascents (comp. p. 450). The winter is apt to be severe except on the coast, where it is mild and rainy between October and April. A rapid circuit of the island may be made by motor-car in six days: 1. Ajaccio viâ Evisa and Corte to *Bastia*; 2. Circuit of *Cap Corse*; 3. Bastia viâ Calvi and Belgodere to *Corte*; 4. Corte viâ Vivario Vezzani, Ghisonaccia, Ghisoni, and Vizzavona to *Ajaccio*; 5. Ajaccio viâ Sartène and Zonza to *Bonifacio*; 6. Bonifacio viâ Solenzara, Zonza, and Zicavo to *Ajaccio*.—The following is a tour of eight days without a motor: 1. *Ajaccio*; 2. Ajaccio to *Cargèse*; 3. Cargèse to Piana and *Evisa*; 4. Evisa to *Corte*; 5. Corte to *Vizzavona* by railway and thence to *Ghisoni*; 6. Ghisoni to *Ghisonaccia* and thence by railway to *Bastia*; 7. Bastia to *St-Florent*, returning by the gorge of Lancone; 8. Bastia to *Ile-Rousse* or (better) to *Calvi* viâ Belgodere.

Accommodation, except at Ajaccio, Bastia, Sartène, Vizzavona, and Piana, is limited, and travellers who intend visiting the remoter districts should telegraph their requirements in advance. Should hospitality be offered by a private citizen, the traveller is bound to accept it and should on no account offer payment, though a present sent from Ajaccio or the mainland will be appreciated. There are no licensed guides, but the services of a competent man can be obtained for 15–20 fr. per day (10–15 fr. extra with a mule); bargains for carriages should be made with the owner, not with the driver (50–60 fr. per day for a calèche, 100 fr. for a motor). The post-gigs are uncomfortable.

Autocars. During the summer season autocars (Correspondance P.L.M.-Fraissinet-C.F.D.) serve the principal tourist-routes. There are five services, three starting from Ajaccio, one from Bastia, and one from Corte. Not more than 50 kg. (110 lbs.) of luggage per person is carried, at a charge of 5 c. per 10 kg. per km. Hand luggage weighing less than 10 kg. (22 lbs.) is carried free.

History. The history of Corsica is less well authenticated than that of any other part of Western Europe, practically every historical document having been destroyed during the stormy centuries which succeeded the fall of the Roman Empire. According to Herodotus the Phocæans founded in 562 B.C. the settlement of *Alalia* (Aleria) on the E. coast of the island, which was then known as *Cyrnus*, but were forced to abandon it on the onslaught of the allied Etruscans and Carthaginians. The Roman conquest which followed occupied 100 years and ended with the foundation of *Mariana* by Marius and the repopulation of Aleria by Sulla in the 1st cent. B.C. Like Sardinia Corsica long remained under Byzantine rule, but in the 9th cent. it was abandoned and claimed by the Pope, who entrusted its government to Italian 'marchesi,' i.e. wardens of the marches. The first of these was Bonifacio, Count of Lucca, who is held to be the founder of the city which bears his name. The rising power of Genoa alarmed the marchesi, and their appeal to the Pope resulted in the donation (1077) of the island to the archbishop of Pisa, Genoa's deadliest rival. The victory of the Genoese at Meloria in 1284, however, ensured their

dominance for a while. In the meantime the local family of the Cinarchesi had risen to prominence, and the presentation of the island by the Pope to the royal house of Aragon (1296) promised further trouble. The Aragonese, however, made no effort to take possession until Pedro IV landed an expedition at Bonifacio in 1346, and with the help of the Cinarchesi harassed the Genoese for some years. In 1453 we find the Banco di San Giorgio, the powerful commercial organisation of Genoa, master of the island, but in 1553 Sampiero di Bastelica, commander of the Corsican mercenaries in France, profiting by the alliance of Genoa with the Emperor, succeeded in obtaining troops from Henri II of France to free the island from the Genoese. The expedition was welcomed by the Corsicans, and the Genoese were swept from the island almost without resistance, keeping a foothold at Calvi only. The illustrious Andrea Doria was then despatched to regain the Genoese possessions, and after a struggle of five years, the island reverted to Genoa by the treaty of Cateau-Cambrésis (1559). Sampiero, however, and his son Alfonso d'Ornano (afterwards marshal of France) carried on the war with embittered violence and cruelty, and it was not until 1569 that the island was pacified and the upright Giorgio Doria appointed governor. His successors were not of the same calibre and many years of misgovernment ensued, until in 1730 the islanders once more revolted. Finding direct action of no avail, the Genoese blockaded the island for six years. In 1736 Theodore de Neuhoff (1690–1756), son of a Westphalian baron in the French service, an adventurer who claimed to have all the courts of Europe at his back, landed at Aleria on a British ship, and thanks to the brilliant prospects he held out, was crowned King of Corsica. His initial success was not followed by the expected succour, and he was forced to quit the island in the same year, dying in poverty in London twenty years later. French regiments were sent to the assistance of Genoa, and the revolt was quelled, only to rise again under the leadership of Pasquale Paoli (1725–1807), who was appointed generalissimo in 1755. In 1768 the Genoese in despair sold their rights over Corsica to France, and after a brief struggle, Paoli was defeated at Ponte Nuovo in 1769 and fled to England, Corsica being formally united to France on Aug. 15th, the very day of Napoleon's birth. Recalled at the Revolution Paoli was given the military governorship of the island (1790) and entrusted with an expedition to Sardinia in 1792. Unsuccessful, he was summoned before the Convention, but refused to appear and offered the island to George III, a move that excited the bitter hostility of the young Bonaparte, hitherto a follower of Paoli. George was duly declared king, and from 1794 to 1796 the English were nominally masters of Corsica, but they were expelled without much trouble, and since 1814 Corsica has been an undisputed possession of France. Paoli died and was buried in England in 1807, but in 1889 his remains were transferred from London to Corsica. His bust is in Westminster Abbey. He was an intimate friend of Johnson's biographer Boswell, who after a visit to Corsica c. 1765, had been a somewhat fantastic advocate of Corsican independence.

54. CORSICA

A. Ajaccio and its Environs

AJACCIO, the capital (22,235 inhab.) of Corsica and the seat of a bishop, and famous as the birthplace of Napoleon Bonaparte, occupies a promontory on the N. side of the Gulf of Ajaccio, a deep hill-girt inlet on the W. shore of the island. To the W. of the old city extends the modern winter resort (mean winter temperature, 57° Fahr.), strung out along the Boulevard Grandval.

Hotels. GRAND-HÔT. D'AJACCIO ET CONTINENTAL (Pl. a, B 3), Cours Grandval (Sept.–May), 130 R., R. 20, L. 16, D. 18, pens. 50 fr.; HÔT.-PENS. DES ETRANGERS Pl. d B 3), Route de Balestrino, off the Cours Grandval, R. 10, L. 8, D. 9, pens. 25 fr.; SOLFÉRINO, (Pl. c; B 2), 8 Cours Napoléon, DE FRANCE (Pl. b; C 2), well spoken of, 1 Place du Diamant,

noted for its blackbird pâtés in winter, R. 10, D. 9, pens. 28 fr.

Pensions. *Stalder*, Boul. des Etrangers; *Tasso*, 2 Cours Grandval; *Brandizi*, Boul. du Roi-Jérôme; *Villa des Mouettes*, Route des Sanguinaires.

Cafés. *Grand-Café*, Av. du Premier-Consul; *Napoléon*, *Solférino*, Cours Napoléon; *du Commerce*, Cours Grandval.

Post Office (Pl. B 2), Cours Napoléon. —Syndicat d'Initiative, 2 Cours Grandval.—Information Bureau, Franceschi, Av. du Premier-Consul.

Conveyances. Autocars (comp. p. 443) make the circuit of the *Calanche* (p. 447), and ply to *Corte* (p. 450), and *Bonifacio* (p. 458).—Motor Omnibuses to *Sartène* viâ Cauro; to *Vico*, connecting at Sagone with another service to Cargèse, Piana, and Ota; to *Bastelica*; to *Zicavo*, etc.; fares 50 c. or 40 c. per km.—Private Cars 1½–2 fr. per km. for not less than 100 km. (62 m.).—Carriages to *Salario*, 15 fr.; *La Parata*, 30 fr.; *Pozzo di Borgo* or *Valle di Mezzana*, 50 fr.—Boats for 2–3 per., 20 fr. per hr., 50 fr. per half-day, 90 fr. per day. Steamers, see p. 443.

British Consulate, Cours Grandval.

English Church (Pl. B 3; *Holy Trinity*, Rev. A. J. Wheeler), services on Sun. at 8.30, 10.30, and 5, from Nov. 15th to Apr. 15th.

Specialties. Blackbird pâtés (terrines de merles), myrtle liqueur, candied lime-fruit (cédrats confits) from Mme Mille, 5 Cours Napoléon.

History. The orginal town of Ajaccio, founded, according to legend, by Ajax on a hill about 1 m. N. of the modern town, was removed to its present more healthy site in 1492. The citadel was built in 1554 by the Maréchal des Thermes, the French ally of Sampiero di Bastelica (p. 444). From 1793 to 1811 Ajaccio was the capital of the department of the Liamone, the S. of the two departments into which the island was divided.

Napoleon Bonaparte was born at Ajaccio on Aug. 15th, 1769. Other famous natives are the two Marshals d'Ornano, Alphonse (1548–1610; see p. 444), the able lieutenant of Henri IV, and Philippe (1784–1863), a hero of the Peninsula and the retreat from Moscow; and Napoleon's three younger brothers, Lucien, Louis, and Jérôme Bonaparte.

The mainland steamers anchor at the Quai Napoléon (Pl. C 2), on the left of which is the *Jetée de la Citadelle*, whose extremity commands a lovely view. The Place des Palmiers, opposite the landing-stage, is adorned with a fountain bearing a statue of Napoleon as First Consul. The **Hôtel de Ville** (Pl. B, C 2), on the right, contains on its first floor the *Musée Napoléonien* (apply to the concierge; gratuity), a collection of Napoleonic portraits and furniture, including the Emperor's certificate of baptism (1771). In the farther left-hand corner of the square begins the Rue Napoléon, interesting houses in which include No. 17, the *Maison Pozzo di Borgo*, and No. 12, with inscription, the last home of Joachim Murat, the exiled king of Naples, before his fatal expedition to Calabria in 1815. The Rue St-Charles, on the right of the Rue Napoléon, leads to the little square in which stands **Napoleon's Birthplace** (Pl. C 2; gratuity), a substantial flat-fronted house facing a small garden.

The ivy plant in the garden comes from Napoleon III's grave at Chislehurst. Within the house are shown the bedroom of Mme Letizia, Napoleon's mother, her sedan-chair, and the couch on which Napoleon was born; Napoleon's bedroom, with the trap-door by which he escaped from the partisans of Paoli (comp. p. 444); Napoleon's study, etc.

The Rue St-Charles ends at the **Cathedral** (Pl. C 2), a 16th cent. building in the Venetian style, by Giacomo della Porta. The furnishings and decoration of the interior are mainly of

white marble, including the font at which Napoleon was baptized; the high altar, presented by Princess Elisa Baciocchi, sister of Napoleon, and brought from Lucca; and the chapel of *Notre-Dame-de-la-Miséricorde*, a sumptuous design by Garibaldi Solari of Genoa (1739).—Behind the cathedral is the Place du Diamant, a large open space at the junction of the two chief thoroughfares of Ajaccio, adorned with the *Monument to the Bonaparte Family*, which bears an equestrian statue of Napoleon and figures of his four brothers, all by Barye (1865).

The busy Cours Napoléon (Pl. B 2–A 1), with the principal shops, leads hence due N. to the *Railway Station* (Pl. A 1). In the Rue Fesch, a parallel street on the right, are two houses (Nos. 28 and 44) bearing inscriptions relating to Napoleon's exploits against the Paolists (1791–93), and the **Palais Fesch** (P. B 1, 2), the home of Card. Fesch (1763–1839), uncle of Napoleon.

The right wing contains the *Chapelle Impériale*, built by Napoleon III in 1855, whither the remains of Maria-Letizia Ramolino (d. 1836), mother of the great Napoleon, were transferred from the family vault in the cathedral. Her tomb bears the proud inscription "Mater regum."

In the left wing is the **Musée Fesch** (adm. free Sun. and Thurs. 1–4, other days on application at No. 3, Rue du Docteur-Versini), containing the collections of Card. Fesch.—Picture Gallery (1st floor). Room I (r. to l.). 67. *Giottino*, Last Judgment; Madonnas of 15th cent. Italian schools; 39. *Cigoli*, St. Francis in prayer; 526. *Fr. Clouet*, Elisabeth of Austria, wife of Charles IX; 37. *Lodovico Carracci*, St. Stephen; 640. *Winterhalter*, Marshal Sebastiani; 93. *Bassano*, Kitchen interior.—R. II. 719. *Pourbus*, Christine, duchess of Savoy; bronze death-mask of Napoleon from the cast made at St. Helena by his Corsican doctor, Antommarchi.—R. III. Paintings by *Parmigianino*; R. VI. 17th and 18th cent. paintings.—R. VIII. 69. *Iacopo del Conte*, Pope Paul III; 650. *Pereda*, Still life.

The Library (adm. 12–4, Thurs. 8–10 and 1–3; closed on Fri., Sun., and in Aug.–Sept.), on the ground floor, was founded by Lucien Bonaparte in 1800, and contains 32,000 volumes.

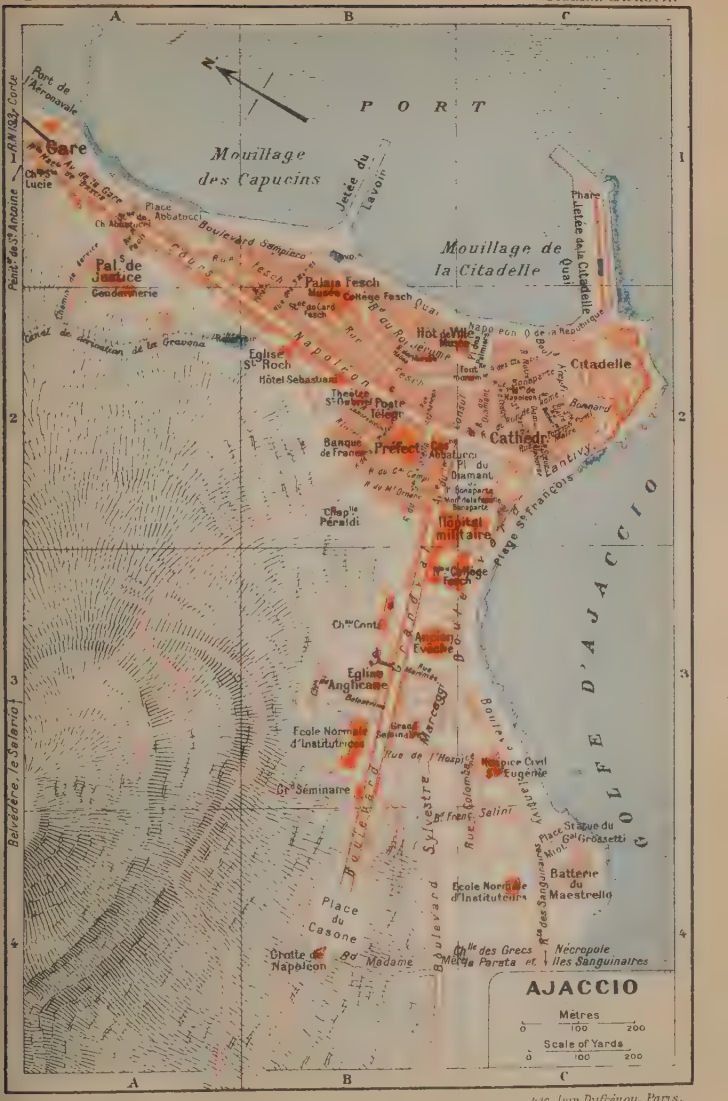
Between the Rue Fesch and the sea is the Boul. du Roi-Jérôme, with the *Market*, in which the excellent local cheese called 'broccio' may be purchased.

The Cours Grandval (Pl. B 2–4), the main street of the 'ville d'hiver,' extends from the Av. du Premier-Consul to the large Place du Casone, in which rises the monument of the centenary of the death of Napoleon (1821–1921). On the farther side is the *Grotte Napoléon* (Pl. B 4), a little cave between two leaning blocks of granite, which is supposed to have been a boyish haunt of Napoleon. The Boulevard Lantivy, on the seashore below, is continued by the road to La Parata and the Iles Sanguinaires (comp. p. 447).

Excursions from Ajaccio

The following short excursions are conveniently made by carriages which can be hired at the Syndicat d'Initiative. Longer excursions by road may be made by motor-cars of the Union Automobile Corse, Place du Diamant.

From the Place du Casone a charming drive of 1½ hr. (carriage 15 fr.) leads to the *Fontaine du Salario* (980 ft.; view), passing the *Highland-Hôtel Belvedere*,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PORT
Mouillage des Capucins
Jetée du Lavoir
Mouillage de la Citadelle
Phare
Jetée de la Citadelle
Quai
Port de Commerce
Port de Plaisance
Gare
Ch.ins de fer
Ch.in Ste Lucie
Place de Abbatucci
Bd de Abbatucci
Boulevard Sampiero
Cours
Rue Fesch
Pal.s de Justice
Gendarmerie
Palais Fesch
Musée
Collège Fesch
Hôtel de Ville
Napoléon
Eglise St Roch
Hôtel Sebastiani
Théâtre
Poste Télégr.
Citadelle
Cathédrale
Préfecture
Banque de France
Abbatucci
Pl. du Diamant
Bonaparte
Chapelle Péraldi
Hôpital militaire
Collège
Rue Fesch
Rue du Cardinal Fesch
Rue Bonaparte
Rue Cardinal
Rue Forcioli Conti
Rue Roi de Rome
Rue Cardinal Fesch
Rue du Marché
Rue Cardinal
Rue Forcioli Conti
Rue Roi de Rome
Rue Bonaparte

a small pension. Walkers may follow hence the Chemin des Crêtes to the E., descending viâ the Fontaine des Coppetti to rejoin the coast road at (2 hrs.) the cemetery.—A shorter round (2¾ hrs. in all) leaves the Salario road just before the Chapelle Peraldi, and, running E. through plantations of pine and olive, rejoins the previous route above the cemetery.

From Ajaccio to the Iles Sanguinaires, 3 hrs. on foot to La Parata, 3½–4 hrs. return by carriage (30 fr.; 40–50 fr. including a halt during the voyage to the isles); 45 min. by boat from La Parata to the Grande-Ile. The excursion may be made by boat direct from Ajaccio in 3 hrs.; if a boat is required to meet the carriage at La Parata, arrangements should be made the previous day.—Leaving Ajaccio by the Boul. Lantivy we hug the seashore, with the Monte d'Oro rising picturesquely in the distance behind us.—1¼ m. *Chapelle des Grecs*, used by the Greek refugees from the Peloponnese after their expulsion from Paomia (p. 448).—At (2¼ m.) the *Cemetery*, with its curious oriental-looking tombs, we join the path from the Chemin des Crêtes (see above).—3 m. *Barbicaia* (Pavillon Ariadne, a dépendance of the Grand-Hôtel) is famous for its oranges.—5½ m. *Pont de Vignola*.—7½ m. *Tour de la Parata*, an old Genoese tower guarding the entrance to the gulf. Offshore are the four **Iles Sanguinaires**, made famous by the residence of Alphonse Daudet and by one of the most striking of his 'Lettres de mon Moulin' (comp. p. 114). The largest and farthest out (1¼ m. from the Punta de la Parata; 84 acres), which is the only one on which a landing can be made, bears a lighthouse 320 ft. high.

The Château de la Punta, 8½ m. N.W. (carriage 50–60 fr.) is reached by following the road to Corte and Bastia, past the railway station, for just over a mile, and then bearing inland to the left between vineyards and orchards.—At 4 m. we leave on the right the Château de Mattone and the road to *Alata* (1¾ m. N.E.), the birthplace of Count Carlo Andrea Pozzo di Borgo (1764–1842), ambassador to Russia, the confidential adviser of Alexander III of Russia, and a bitter enemy of Napoleon. About 300 yds. farther on, at the *Col de Pruno* (712 ft.) we take the private road on the left ascending to (8½ m.) the *Château*, beyond the ruined village of *Pozzo di Borgo*, destroyed by Barbary pirates in 1574. The **Château de la Punta** (2165 ft.; adm. daily; gratuity), built on a commanding site by Duke Jérôme Pozzo di Borgo in 1886–94 from the materials of the Tuileries palace in Paris, reproduces one of the original pavilions of that palace. The sculptures on the E. face formerly adorned the Place du Carrousel, the grille round the terrace comes from the Château de St-Cloud, and the group of the Four Seasons, from the old Hôtel de Ville at Paris. The *Grand Salon* contains portraits of *Napoleon by David, of Count Carlo Andrea (see above) and Pasquale Paoli (p. 444), by Baron Gérard, and of Pope Clement VII, by Seb. del Piombo. In the *Dining Room* is a relief of Count Paolo Emilio leading the papal troops in Corsica (1619), and in the *Salon Louis XV* are admirable *Portraits of Carlo Andrea by Lawrence, drawn in pencil at the congress of Aix-la-Chapelle (1818), and of Valentine de Grillon, his wife, by Gérard. The *Library* contains souvenirs of Carlo's Russian Embassy and a portrait of Wellington. The *Picture Gallery* is on the first floor.

The *Pointe de Pozzo di Borgo* (2560 ft.), 1 hr. above the château, commands a magnificent *View. We may return down the S. slopes to the former *Pèntencier de Castelluccio* (now a School of Agriculture), 10 min. below which is the *Jardin des Milelli*, once a country house of the Bonaparte family, whither Mme Letizia fled with her children from the populace of Corsica in 1793 after the failure of Paoli's expedition to Sardinia (comp. p. 444), in which Napoleon had taken part.—The road from Castelluccio descends to another old penitentiary in the Vallée de St-Antoine which we may follow to (4½ m.) Ajaccio.

From Ajaccio to *Bastia*, see p. 450; to *Bonifacio*, see p. 457; to *Corte*, see below and p. 450.

B. From Ajaccio to Corte viâ Piana

102½ m. (165 km.). Autocar every Tues. from May 1st to Oct. 15th (on Sun. also May 1st–June 15th and Aug. 1st–Oct. 15th) in two days (60 fr.); to *Piana*, 44 m. (71 km.) in 4 hrs. (32 fr.); from Piana to *Corte*, 58½ m. (94 km.) on Wed. and Mon. in 8½ hrs. with a halt of 3 hrs. at Calacuccia (32 fr.). The autocars of the Circuit des Calanche (60 fr.), leaving Ajaccio on Tues. and Sat. from March 15th to April 30th, follow this route as far as Piana, returning

viâ Vico. Passengers on the Tues. service return from Piana on Wed.; the Sat. service completes the circuit in one day.

Ajaccio, see p. 444. We follow the route to the Château de la Punta (comp. p. 447), leaving the road to Alata on the right and (4¼ m.) the private road to the château on the left. —7¼ m. *Col de Carbinica* (987 ft.).—At (8¼ m.) the *Col de Listincone* (785 ft.) a road on the right offers an alternative return to Ajaccio (8¾ m.). A long climb now brings us to (10½ m.) the *Col de San Bastiano* (1360 ft.), from the chapel above which (l.) we may enjoy a superb view of the Gulf of Sagone and the Cinarca valley.—At (13½ m.) a fork the road to Vico viâ Calcatoggio and the Cinarca (p. 449) diverges on the right. Our road winds down to the shore, crossing (16¼ m.) the little river Liscia. On the right is the ruined *Castello Capraia*, where Giudice della Rocca, head of the Cinarchesi clan, held out against the Genoese for many years (1282–92), only to be betrayed at length by his own son.—Leaving on the right a road to Sari d'Orcino (p. 449) we cross (20 m.) the wide bed of the Liamone in a malarial plain, beyond which a road to Vico (p. 449) viâ Coggia bears to the right.—23½ m. *Sagone* (Hôt. des Messageries; omnibus to Vico, going on in summer to Guagno) was destroyed by corsairs, and now preserves only a fragment of its former cathedral.—We round the Cap di Puntiglione and pass (r.) the ruins of *Paomia*, the chief of the 17th cent. Greek colonies (comp. below).—31½ m. (51 km.) **Cargèse** (*Hôt. Cyrnos*; Syndicat d'Initiative) is a clean little town standing on the cape which separates the Gulf of Sagone from that of Pero.

It is chiefly remarkable as having two churches, one Roman Catholic, the other Greek Orthodox. The original Greek settlers, driven by Turkish tyranny, obtained from the Genoese in 1676 the promise of protection and a grant of land at Paomia (see above), Rivida, and Salogna. Their faithful support of their benefactors drew upon them the hostility of the insurgent Corsicans, and their villages were burned in 1731, the survivors seeking asylum in Ajaccio. In 1774 the French governor, Marbeuf, founded Cargèse for them and built their church. Of late years they have intermarried with the Corsicans and distinctions of costume and language have almost disappeared.

The road now quits the coast (views on the left) and crosses two cols.—44 m. (71 km.) **Piana** (1435 ft.; *Grand-Hôt. des Roches-Rouges; Continental*), notable for its cherry-trees, is the best point from which to explore the fantastic scenery of the Calanche. On the shore, ½ hr. below, is the little beach of *Ficaiola*, and on the slopes of the *Capo d'Orto* (4285 ft.), 4 m. W., is the ruined Castle of Gian Paolo di Leca, a bitter adversary of the Genoese.

The ***Calanche** (i.e. 'the coves'), which extend from Piana to Porto, are a succession of rugged rocks of fantastic shape, which fall precipitously into the sea, their vivid red colour contrasting wonderfully with the deep blue waters of the Gulf of Porto and the rich green of the island vegetation. The road winds through the rocky wilderness, descending at length in zigzags to the mouth of the Porto river. On

the opposite bank is (52 m., 84 km.) **Porto** (*Hôt. de la Spelunca*), at the head of its gulf, the most beautiful of the inlets on the Corsican coast, connected by road with Evisa (see below) viâ *Ota*, and with Calvi (p. 455).—Our road turns inland, ascending the Porto river through a gorge of ruddy rocks. The houses of Ota stand out on the opposite (N.) bank and the red peaks of the Capo alla Polmonaccia (5625 ft.) rise on the right. Farther on we pass a road (r.) leading to *Marignana* and affording a short cut to the Vico road (see below) beyond Evisa.—63½ m. (102 km.) **Evisa** (2740 ft.; *Hôt. Gigli*) occupies a delightful situation amid chestnut woods and is a good centre for exploring the forest of Aïtone (see below).

FROM EVISA TO AJACCIO VIÂ VICO, 44 m. (71 km.), the road followed by the Calanche autocars (p. 447) on their return journey. Diverging from the Corte road we ascend over a pass to (2 m.) *Cristinacce* (Inns) and join the road from Marignana (see above).—5½ m. *Col de Sevi* (3590 ft.).—We descend gradually to the Col de St-Antoine and there turn to the left for (10½ m., 17 km.) **Vico** (1300 ft.; *Hôt. des Gourmets et de France*), a little hill-resort, notable for its annual festival on Aug. 15th. Motor omnibuses ply hence in July–Sept. to (7 m. E.) **Guagno-les-Bains** (1575 ft.; *Grand-Hôt. Continental; Casta; de l'Etablissement*), whence bridle-paths lead to (7–8 hrs.) Corte (p. 450) viâ Soccia and the Tavignano valley or viâ the Lac de Melo and the Restonica valley.—Leaving Vico the Ajaccio road runs high above the Liamone valley, which it crosses at (20 m.) *Ponte Truggia*. We cross another Col de St-Antoine and descend to (31 m.) *Sari-d'Orcino*, the chief village of the *Cinarca*, or valley of the Liscia, once the fief of the powerful Cinarchesi family (p. 444). After a long detour to the S.W. we descend to the E. to (36 m.) *Calcatoggio* (Hôt. des Touristes; de France), ½ m. beyond which we rejoin the main Ajaccio road (p. 448).

Leaving Evisa we cross the Col de Pinone (2920 ft.) and leave the Vico road on the right before entering the beautiful forest of *Aïtone* (4200 acres). From (66 m.) the *Maison Forestière* a track on the left ascends to the *Col de Salto* (4425 ft.), going on to the *Col de Capronale* (4495 ft.), whence a road descends to Galeria (p. 456; 34 m.).—71 m. The ***Col de Vergio** (4805 ft.), the highest road-pass in Corsica, lies between the *Capo alla Cuculla* (6733 ft.; l.) and the *Capo alla Rusa* (5627 ft.). The descent leads through the huge forest of *Valdoniello* (11,500 acres) to the pastoral *Niolo*, the upper valley of the Golo, whose shepherds still wear the 'pelone' or goatskin mantle.—83 m. *Albertacce* (2835 ft.) is the starting point of a track leading N.W. to (9 hrs.) the Col de Capranica, whence a road descends to Galeria (p. 456).—85½ m. (138 km.) **Calacuccia** (2770 ft.; *Hôt. de France et du Monte Cinto; des Touristes*) is the best point for the ascent of (7½ hrs. N.W.) **Monte Cinto** (8890 ft.), the highest peak in Corsica. The night may be spent at (2½ hrs.) the *Bergerie d'Ascia* (straw beds), where the bridle path ends.—The Corte road, passing on the left the picturesque village of *Corscia*, crosses a pass and enters the ***Scala di Santa Regina*, a gloomy gorge where the Golo flows between precipitous rocks.—At (95 m.) the *Pont de Castirla*, across the Golo, we turn sharp to the right, and 200 yds. farther on, at the *Maison Beveraggi* (good Inn), we leave the direct

road to Bastia viâ Francardo (p. 451) on the left. Our road ascends S. through Castirla to the Col d'Ominanda.—102½ m. (165 km.) **Corte,** see below.

C. From Ajaccio to Bastia

Railway, 98 m. (158 km.) in 6–8 hrs. (34 fr. 25, 25 fr 75, 18 fr. 90 c.); to *Vizzavona*, 31½ m. (51 km.) in 1¼–2 hrs. (11 fr. 25, 8 fr. 25 c., 5 fr.); to *Corte*, 52 m. (84 km.) in 2½–3¼ hrs. (18 fr. 30, 13 fr. 80, 9 fr. 90 c.). Travellers with through tickets are allowed to break their journey at Vizzavona on showing their tickets to the station-master.

Road, 95 m. (153 km.) direct, following the railway. For the more picturesque route (132½ m., 213 km.) viâ Evisa and Corte, see p. 448.

Ajaccio, see p. 444. The railway skirts the shore of the gulf and reaches the Campo dell'Oro, the rich plain at its head, where the Gravona falls into the sea.—Beyond (5½ m.) *Caldaniccia*, a small spa on the right bank of the Gravona, and (8 m.) *Mezzana* the valley becomes more rugged, with scarcely enough room for road and railway. At (19 m.) *Ucciani* Napoleon took refuge after his escape from the Paolists in 1793.—26 m. *Bocognano* (2030 ft.; Hôt. de l'Univers; Beauséjour) is a favourite summer resort of the people of Ajaccio, at the foot of the Pentica ravine, the haunt in 1848–70 of the notorious outlaw brothers Bellacoscia. Higher up we quit the Gravona valley and after two short tunnels cross the watershed (3000 ft.) in the long Vizzavona tunnel (1 m. 760 yds.).

31½ m. (51 km.) **Vizzavona** (2975 ft.; *Grand-Hôt. de la Forêt, Modern-Hôtel*, open always; *du Monte-d'Oro et de la Foce*, 2 m. S.W., April–Oct.), perhaps the most delightful summer resort in Corsica, stands in the midst of forests whose paths offer shady walks.

The best short excursion is that to (50 min. above the Hôt. Monte-d'Oro) the Belvédère (4767 ft.), ½ hr. beyond which is the easy *Pointe Ceppo* (5370 ft.). —Chief of the major ascents is that of the **Monte d'Oro** (7845 ft.; 5½ hrs. W.; guide necessary), a steep but not dangerous climb rewarded by a splendid view. The ascent should be made in July or August, as from Sept. onwards the snow on the final arête is apt to be unsafe. Other interesting ascents are those of the *Monte Renoso* (7733 ft.; 7 hrs. S.), whence we may descend to Bastelica (p. 457), and the *Monte Rotondo* (p. 451; 6 hrs. N.).—*Ghisoni* (p. 451) lies 5 hrs. S.E. by forest paths.

Beyond Vizzavona we pass the deep **Gorge of the Vecchio* on the left.—At (38½ m.) *Vivario* (Buffet; Hôt. des Voyageurs; Cyrnos, at Gatti di Vivario) roads diverge on the right for Vezzani and for Ghisoni and the Inzecca gorge (comp. p. 451). Pope Formosus (891–896) was born at the neighbouring hamlet of Arca. The view of the gorge is on the right as we approach (45½ m.) *Venaco* (Hôt. Bellevue), where we leave the Corte road and *St-Pierre-de-Venaco* on the left. As we approach Corte (numerous tunnels) the Tavignano valley opens out on the left, behind the red rocks of Popolasca.

52 m. (84 km.) **Corte** (1300 ft.; *Buffet-Hôtel; Parc-Hôtel; Paoli; du Nord*), at the junction of the Restonica and the

Tavignano, is the largest inland town (5807 inhab.) in the island. At its W. end rises the castle rock (1640 ft.), crowned by the *Citadel* (no adm.), built in 1420 by Vincentello d'Istria, an Aragonese viceroy, and to the S.W. are the frowning crags of Monte Rotondo.

Corte has always been a coveted stronghold, and was capital of the island during Paoli's provisional government (1762–6). The women of Corte, renowned for their beauty, are fit descendants of those who refused to marry under the Genoese domination, so as not to give birth to slaves. Pietro Corso or Petrus Cyrneus, the 15th cent. historian of Corsica, was born at Corte.

The only buildings of historic interest in Corte are in the upper town. The *Maison Gaffori*, opposite the church, was the scene of the heroic stand against the Genoese made in 1750 by Mme Gaffori, who held the house until relieved by her husband. In front is a statue of Gen. Gaffori. In the Place d'Armes is the house occupied by Paoli during his dictatorship (1755–69).

Excellent excursions are those in the upper valleys of the Tavignano and Restonica (comp. p. 449); and viâ the Pont de Castirla (p. 449) to (27 m.) *Asco* (see below). The best ascent is that of **Monte Rotondo** (8613 ft.; 8 hrs. S.W.; guide essential) viâ the Restonica valley and (4 hrs.) the *Bergeries de Timozzo* (c. 4900 ft.), where the night may be passed. The last rock wall is ascended by a steep couloir. For the descent to Vizzavona, see p. 450.

From Corte to the Inzecca Gorge and back, 74 m. (119 km.), autocar on Tues. and Thurs. (May 1st–Oct. 15th) in 8½ hrs. (45 fr.). To (14 m.) *Vivario*, where we diverge to the left from the Ajaccio road, see p. 450.—23 m. *Vezzani* (2565 ft.; Inns of Jos. Vincensini and Gustave Grazietti) lies beneath the *Pointe alla Paglia* (4980 ft.).—At (36 m.) the *Col de Baldanaccia* (445 ft.) we quit the road descending to Puzzichello (p. 457) and turn to the right, soon joining the road from Ghisonaccia (l.; p. 457); to the left extends the plain of Aleria with its lagoons.—Beyond (40 m.) the inn of Pinzalone we enter the ***Défilé de l'Inzecca**, over ½ m. long, where the road has been blasted through the narrow gorge of the Fiumi'Orbo. Every cranny of the serpentine rocks is filled with rock-rose and fern. At the end of the gorge we enter the basin of San Polo, dotted with the numerous hamlets of the commune of (47 m.) **Ghisoni** (*Hôt. Romani*), beneath the escarpments of the *Kyrie-Eleison* (5197 ft.) and *Christe-Eleison* (4000 ft.). Leaving on the left the fine road to Zicavo (p. 458) we ascend through larch and chestnut woods to (53¾ m.; 86 km.) the **Col de Sorba** (4280 ft.; *View), between the *Pointe Chiova* (4840 ft.), on the left, and the *Pointe Muro* (5140 ft.). A delightful wooded descent brings us down in zigzags to the Ajaccio-Bastia road at (58 m.) the *Col de la Serra* (2640 ft.), and at (59½ m.) *Vivario* we rejoin the outward route (p. 450).

Corte is connected by a pleasant road down the Tavignano valley with (32 m.) *Aleria* (p. 457).—From Corte to *Ajaccio* viâ Evisa, see pp. 450–447.

The railway crosses the Tavignano and, after a short tunnel, descends. 57¾ m. *Soveria*; 60¼ m. *Omessa*. We cross the direct road from Evisa to Bastia (p. 450), and immediately afterwards the Golo river (view on the left). —64 m. *Francardo* (Hôt. du Golo).—69 m. (111 km.) **Ponte Leccia** (*Buffet; Hôt. Poli; Colonna*) is the junction for Calvi (see p. 455) and the nearest station to Asco and Orezza.

The road to Asco runs due W. viâ (6 m.) *Moltifao* (Suzzoni's Inn) and, after entering the *Gorge of the Asco, soon degenerates into a bridle-path.—15½ m. **Asco** (2460 ft.; **Hôt. Guerrini; des Touristes, des Voyageurs*), famous for its honey, is a good base for ascending (4 hrs.) *Monte Cinto* (p. 449). On either side of the valley are unscaled peaks, the favourite haunt of the mouflon, the Corsican equivalent of the chamois.—From Moltifao a good track runs S. to (10½ m.) *Pont de Castirla* p. 449), passing the striking red rocks of *Popolasca*.

From Ponte Leccia to Orezza 18½ m. (30 km.), motor omnibus twice daily in June–Aug.—9½ m. *Morosaglia* (Hôt. Paoli, clean), the birthplace of Pasquale Paoli (1725–1807; p. 444), preserves the modest home of the national hero. His ashes were brought back from England in 1890 and interred in a chapel on the ground floor.—Beyond (11½ m.) the *Col de Prato de Morosaglia* (3195 ft.; Inn), at the foot of *Mont San Pedrone*, we enter the rich *Castagniccia*, or 'chestnut country,' whose nuts provide the flour that is the staple food of the Corsican peasantry.—18½ m. (30 km.) **Orezza,** or *Piedicroce d'Orezza* (2080 ft.; *Hôt. Filippi*), is the chief centre in Corsica for the manufacture of 'briar' (i.e. bruyère) pipes. Among the many attractive excursions hence may be mentioned those to the chalybeate spring, or *Eaux d'Orezza* (25 min. N.E.), and to the summit of the **Mont San Pedrone* (5833 ft.; 2¼ hrs. N.W.).—The road goes on to (22 m. farther) Cervione (see p. 456).

The Bastia railway crosses the Asco and turns E., crossing the Golo farther on.—74 m. *Ponte Nuovo* was the scene of the decisive defeat of Paoli by the Comte de Vaux (1769), the death-blow to the Corsican nationalists.—89½ m. *Barchetta*.—85 m. (137 km.) **Casamozza** (*Buffet*, with R.) is the junction for Ghisonaccia (p. 457).

About 4 m. E., between the mouth of the Golo and the lagoon of Biguglia, are the ruins of the Roman city of *Mariana*, with the 11th cent. *Canonica, formerly the cathedral of Mariana, one of the few relics of Romanesque architecture in Corsica.

We turn N. along the landward edge of the unhealthy plain of Mariana, passing (88 m.) *Borgo*, where Paoli defeated the French troops of the Marquis de Chauvelin in 1768, and approach the malarial waters of the *Etang de Biguglia*, once a land-locked harbour, but now separated from the sea by the sandy bar of Pineto.—92 m. *Biguglia* was the capital of Corsica after the destruction of Mariana until it was taken from the Genoese in 1372. For the Lancone gorge, see p. 454.—94½ m. *Furiani*.—98 m. (158 km.) **Bastia,** see below.

D. Bastia and the North Coast

BASTIA, the commercial capital of Corsica, the seat of the law courts, and the military headquarters, is the largest town on the island (31,939 inhab.). Its prosperity is due both to its proximity to Italy (5½–6 hrs. from Leghorn) and to its convenience as an outlet for the fertile valleys of northern Corsica. Seen from the sea, it has the air of being larger than it actually is, its growth having been mainly along the sea-front. In the centre is the *Terra Vecchia*, the original settlement around the old harbour; the *Terra Nuova*, or upper town, lies to the S.; and the modern town, with the chief hotels and the railway station, to the N.

Arrival. Steamers disembark their passengers at the *Nouveau Port* at the N. end of the new town.

Hotels. Grand-Hôt. Cyrnos (Pl. a; D 2), Place St-Nicolas, R. 14, L. or D. 12, pens. 30 fr.; de France (Pl. b; C 2), Boul. du Palais, R. 8, L. or D. 8, pens. 20 fr.; Brizzi (Pl. c; C 2), Boul. Paoli; de l'Europe (Pl. d; B 1), Av. de l'Opéra; de l'Univers, opposite the station; des Colonnes, des Voyageurs, d'Angleterre.

Cafés in the 'Traverse' and the Place St-Nicolas: *Andreani, des Gourmets*, etc.

Post Office (Pl. D 2), 35 Boul. Paoli.—Syndicat d'Initiative, Boul. Paoli.

Conveyances. AUTOCARS make the circuit of Cap Corse (see below; information bureau at the station).—MOTOR OMNIBUSES run to *Morsiglia* on Tues., Thurs., and Sat.—POST CARTS daily to *Morsiglia*, *St-Florent*, *Oletta*, etc.—CARRIAGES and CARS may be hired from *Luciani* and other establishments in the Rue de l'Opéra.

Steamer Services, see pp. 442, 443.

British Vice-Consulate, 17 Boulevard Albert-Premier.

Specialties. The Cap Corse wine 'au quinquina' and the lime-fruit liqueur called 'cédratine' are sold by *Mattei*, Place St-Nicolas.

History. The insignificant fishing village of *Marina de Cardo* was rebuilt and renamed *Bastia* ('bastille') in 1380 by Leonardo Lomellino, the Genoese governor of Corsica, after his expulsion from Biguglia (p. 452) by the islanders. It soon rose to prosperity and the fortified quarter of Terra Nuova, with the citadel, was added on the S. It was one of the first towns to welcome the union with France, but thanks to the strong Catholic proclivities of its inhabitants, rebelled against the anti-clericalism of the Revolution. Bastia was the birthplace of Louis Casabianca (1752–98), commander of the battleship 'L'Orient,' who at the battle of the Nile blew up his ship rather than strike his colours, a deed that inspired Mrs. Hemans's pathetic poem 'Casabianca.'

The main thoroughfare of Bastia is the 'Traverse,' the name locally given to the combined Boulevard Paoli and Boul. du Palais. In the parallel Av. de l'Opéra is the *Theatre*, containing the library (open 1–7). Below the Traverse is the Place St-Nicolas, on the sea-front, commanding a fine view of Elba flanked by the islets of Monte Cristo (r.) and Capraia (l.). Farther S., around the narrow little *Vieux Port*, is the old town, a network of alleys connected by dark vaulted passages, overlooked by the classical façade of *St-Jean-Baptiste*. On the hill to the S. is the former *Palais des Gouverneurs* (1453), whose chapel now contains a small museum (Sun. 1–3). Near at hand is the *Citadel*, begun in the 14th cent., enclosing the church of *Ste-Marie* (1604) and the elaborate chapel of *Ste-Croix*, which contains a venerated crucifix.

CIRCUIT OF CAP CORSE, 82½ m. (133 km.), autocar from Bastia on Sun. and Thurs. (March 15th–Oct. 15th) in 9 hrs. (50 fr.), with a 2 hrs.' halt at Pino.

Cap Corse is the name given to the peninsula, 25 m. long and c. 7½ m. wide, which protrudes from the N.E. corner of Corsica. Its backbone, a prolongation of the main mountain ridge of the island, reaches a height of 4280 ft. in *Monte Stello* and the *Cima delle Follice*, and each commune is separated from the next by a transverse ridge. The verdant slopes of the E. coast are in strong contrast with the rocky little fiords on the W. It is celebrated for its sweet wines of the Madeira, Malaga, and Muscatel types; lime-fruit trees and olives flourish; and there are some antimony mines near the E. end.

We leave Bastia by a road 'en corniche,' passing the old Tour de Toga, a Genoese watch-tower, and several hamlets with villas of the wealthier Bastiais. The maquis (p. 442) is stunted and twisted by the force of the 'libeccio,' the prevailing N.E. wind.—3½ m. *Lavasina* has a church of 1677 with a curious altar from the Benedictine monastery at Pistoia.—At (5 m.) *Erbalunga* (Hôt. du Petit-Gourmet, with good restaurant) the island of Capraia is well seen on the right. Beyond another watch-tower we reach (15½ m.)

Santa Severa (good Inn), whence a road crosses the peninsula viâ *Luri* (Hôt. du Nord) to Pino (see below). Above the pass is the so-called Tour de Sénèque, recalling the tradition that Seneca spent seven years of exile in Corsica.—22½ m. *Macinaggio* (Hôt. Franceschi) was the port where Paoli landed in 1790 after 20 years of exile in England.—A short detour to the S. from the main road brings us to (26 m.) *Rogliano*, in a luxuriant vale. We cross the main ridge by two little cols, between which we catch a glimpse of the island of *Giraglia*, off the N. extremity of the cape, and passing the well-to-do village of (31½ m.) *Centuri*, we descend to the sea again at (33 m.) *Pecorile*, the chief hamlet of *Morsiglia* (motor omnibus to Bastia). The scenery becomes wilder and the road is cut in the flank of the cliff. Beyond (39 m.) **Pino** (*Hôt. Luca*, good; *Aselli; Giusti*), where the autocars halt for lunch, we round the Punta Minervio.—46 m. *Marina di Giottani*, in a little gulf overlooked by an old tower.—48 m. *Marinca* is the chief hamlet of *Canari* (Hôt. Simonetti), where the church of the Assunta contains a few good paintings presented by Card. Fesch (p. 446). In the parish church is a 16th cent. marble tomb.—52 m. *Marina d'Albo* (Inns).—55½ m. **Nonza** (*Hôt. Beauséjour; Angeli*), one of the strangest villages in Corsica, is perched on the summit of a black crag which descends headlong into the sea and is crowned by a square tower.—At (64 m.) the *Col de San Bernardino*, where the direct road to Bastia bears to the left, the autocars turn to the right to visit (67½ m.) *St-Florent* (p. 455), whence the return to Bastia is made over (75 m.) the *Col de Teghime* (1775 ft.; *View), noted for its violent winds.—82½ m. (133 km.) *Bastia*.

From Bastia to St-Florent. The direct road (15 m.) runs due W. over the Col de Teghime (see above). A more attractive route follows the Corte road to (6 m.) the station of *Biguglia* (p. 452), where it turns inland, ascending the Bevinco valley. Four miles farther on the valley narrows to the **Défilé de Lancone*, a gorge nearly 1 m. long between Monte Pinzali (r.) and Monte Rotto.—11½ m. *Col de San Stefano* (1180 ft.; Inn).

A road on the left here leads to (3 m.) *Murato* (Hôt. Ristorcelli; Cordolani) passing (1¾ m.) the curious church of *St-Michel* (key with the priest of Murato), notable for its grotesque sculptures adorned with coloured pebbles and glass. The building is probably 12–13th cent. Pisan work, though locally assigned to the Moors. The church of Murato contains a St. Mary Magdalen attributed to Titian. The village was the birthplace of Joseph Marie Fieschi (1790–1836), who attempted the life of Louis-Philippe by means of an infernal machine in Paris in 1835. From Murato a road leads N.W. viâ (3 m.) *Rapale* and (4½ m.) *Pieve*, both with good Romanesque churches in the Pisan style, to (16 m.) *Bocca Morella* (p. 455), on the road from St-Florent to L'Ile-Rousse.

The St-Florent road leads N. from the Col de San Stefano viâ (12½ m.) *Olmeta-di-Tuda* to (14 m.) *Oletta* (Hôt. Santelli, etc.), on the right, a prosperous village facing the tomb of Gen.

Rivarola, a governor of Malta. We join the Ile-Rousse road ½ m. S.W. of (19½ m.) **St-Florent** (*Hôt. d'Europe ; des Voyageurs*), charmingly situated at the head of its gulf.—Steamer to Bastia, see p. 443. Over ½ m. E. is the lonely Romanesque church of the Assumption, the cathedral of the ruined mediæval city of *Nebbio*, containing the embalmed body of St. Florentius.

The road from St-Florent to (29 m.) *L'Ile-Rousse* (see below) traverses the *Désert des Agriates*, an uninhabited region of pasture and macchia, and joins the Murato road at (3¾ m.) *Bocca Morella*.—14 m. *Col de Lavezzo*, the hill 20 min. N. of which commands a good prospect of this strange country.—22½ m. We reach the seashore which we follow thenceforth.

FROM BASTIA TO CALVI VIÂ PONTE LECCIA, 77 m. (124 km.), railway in c. 5 hrs. (26 fr. 30, 19 fr. 80, 13 fr. 50 c.). Carriages are changed at Ponte Leccia.

The direct ROAD (66 m., 106 km.) runs viâ St-Florent and L'Ile-Rousse (comp. above); a longer and more picturesque route (75 m., 121 km.) follows the Ajaccio road to Ponte Leccia (p. 451), and thence follows the railway to (49 m.) *Belgodere*, where the level Calvi road across the Haute Balagne diverges to the left from the Ile-Rousse road.

From Bastia to (29 m.) *Ponte Leccia*, see pp. 452, 451. The Calvi railway ascends the Navaccia valley, threading many short tunnels.—52 m. (84 km.) **Belgodere** (*Hôt. des Voyageurs*), 1 hr. above the station, is an excellent centre for excursions in the *Balagne*, the fertile hill country behind Calvi and L'Ile-Rousse.

To the S. extends the great forest of *Tartagine*, whose chief village is *Olmi-Cappella* (Hôt. Cagnoni; du Monte Padro), 13 m. S. by road. *Monte Padro* (7865 ft.) the highest of the forest peaks, is climbed from the *Pont de Tartagine* (2350 ft.), 10 m. S.W. of Olmi, where the road ends.

The fine road from Belgodere to Calvi (26 m.) passes (4½ m.) *Ville di Paraso*, near the Roman oppidum of *Mutola*, (10½ m.) *Feliceto*, and (13 m.) *Muro* (Hôt. Campi). The views towards the sea are delightful.—From Ville di Paraso a road on the left mounts to (2 m.) *Speloncato*, a village with a collegiate church of 1509 and ruins of Roman thermæ and a castle of the Giustiniani.

At (56½ m.) *Le Regino* we cross the river of that name and approach the sea.—62 m. (100 km.) **L'Ile-Rousse** (1946 inhab.; *Hôt. d'Europe ; Grand-Hôtel ; du Château*), important as a fruit-port, was founded in 1758 by Paoli as a rival to the Genoese stronghold of Calvi. Steamers, see p. 443. There is an interesting view from the *Pietra*, the peninsula (formerly an island) which ends at the lighthouse and is surrounded by the group of red rocks that gave the town its name. About 2½ m. S. is the deserted convent of *Corbara*, founded in 1456.—67 m. *Algaiola* is an ancient fortress with crumbling ramparts. A Descent from the Cross in the church is attributed to Guercino.—72½ m. *Calenzana-Lumio*.

77 m. (124 km.) **Calvi** (2309 inhab.; *Hôt. Christophe-Colomb ; Colombani ; de la Poste ; Restaurant Emmanuelli*, noted for bouillabaisse), the chief of the Genoese strongholds on the island, along with Bonifacio, was founded in 1268, and was never taken by assault, despite the united efforts of the French and Turks in 1553, until the bombardment by the

English in 1794, when Nelson lost his right eye. Calvi claims to be the birthplace of Columbus (1451–1506). Steamers, see p. 443.

From the *Marine*, or quay, in the sunny little lower town, the Boul. Géry ascends to the deserted old upper town, or *Citadelle*, whose walls enclose the crumbling houses of the Genoese fortress. In the Rue Colombo is the alleged birth-house of Columbus (inscription). The *Eglise Primatiale*, in the form of a Greek cross with a central dome, was built in 1528 and restored in 1879; within is the tomb of the Baglioni family. The rampart walk and the dismantled *Fort du Mozello* command wide views.

Excursions may be made from Calvi to the *Seals' Cave*, or *Grotte des Veaux-Marins*, 2¼ m. W., a half-day's trip by boat; or to **Calenzana** (2566 inhab.; *Hôt. des Voyageurs*), in the rich valley of the Secco, noted for its wealth of olive-trees, for its honey, and for its argentiferous lead-mines. In addition to the ornate parish church, the old church of *St-Pierre*, in the Pisan Romanesque style, may be visited; and ½ hr. N.E. is the chapel of *Santa Restituta*, equally old, but disfigured by later additions.—A delightful road from Calvi mounts the Ficorelli valley to (12½ m.) the *Maison Forestière de Bonifato*.

From Calvi to Ajaccio by the W. coast-road, 111 m. (179 km.); to *Porto*, 59 m. (95 km.).—As we leave Calvi we cross the base of the Pointe de la Revellata, regaining the shore at Porto Agro. On the right of (9½ m.) *Bocca Sedia* rises the Capo al Cavallo, from which the Maritime Alps in France can sometimes be seen.—After crossing (20½ m.) the wide valley of the Fango we leave on the right a road descending to (4 m.) *Galeria* (Hôt. Corteggiani), on the wooded slopes of Capo Tondo. [The road ascending the Fango valley leads to (39 m.) the slopes of the *Col de Capronale* (4495 ft.) whence we may go down to Albertacce (p. 449) or Evisa (p. 449).]—The Ajaccio road mounts the Fango valley for c. 3 m. and then diverges to the right up a side-glen, which ends at (36 m.) the *Col de Parma* (1250 ft.). After circling round the gulf of Girolate we surmount another pass and approach the gulf of Porto at (49 m.) *Partinello* (Ignace Ceccaldi's Inn). The view of the Calanche on the opposite side of the gulf is most striking.—59 m. *Porto*, and thence to *Ajaccio*, see pp. 449, 448.

E. From Bastia to Bonifacio

111⅓ m. (179 km.). Railway to *Ghisonaccia*, 53½ m. (86 km.) in 3¾–4 hrs. (19 fr. 25, 14 fr. 10, 10 fr. 30 c.). Road thence (motor omnibus) to *Bonifacio*, 58 m. (93 km.).

From Bastia to (13⅓ m.) *Casamozza*, see p. 452.—15½ m. *L'Arena-Vescovato* is the station for (1½ m. N.W.) *Vescovato* (Hôt. de la Paix), the cradle of the Casabianca family (p. 453) and the refuge of Murat after his exile from his kingdom of Naples in 1815. The church, which succeeded Mariana as the seat of a bishop, contains a fine tabernacle from the Canonica (p. 452).

Loreto di Casinca, 7½ m. S.W. by road, with a church of 1480, occupies a commanding site overlooking the sea, beyond which the Tuscan coast is sometimes visible.

20 m. *Folelli-Orezza* is connected by road with (15 m.) Orezza (p. 452).—29 m. *Prunete-Cervione* serves the little seaside resort of Prunete and the hill-town of *Cervione* (Hôt. des Voyageurs), notable for the 15th cent. church of *Ste-Christine*, whose curious plan (cruciform, with two E. apses) and mural paintings were first noticed by Prosper Mérimée.—

Beyond (33½ m.) *Alistro* and its lighthouse the country becomes almost desert, but after (42 m.) *Tallone* we enter the plain of Aleria, at once the richest and the unhealthiest district in the island. Towards the sea lies the large Etang de Diana, in Roman times the port of Aleria (Portus Dianæ). —46 m. (74 km.) **Aleria** (*Hôt. Rossi*, Oct.–July), founded by the Phocæans and refounded by Sulla (comp. p. 443), but preserving almost no vestige of its ancient importance, stands at the mouth of the Tavignano.—49 m. *Puzzichello* lies 1½ m. S.E. of its sulphur spa. For the road to Vezzani and Corte, see p. 451.—53½ m. (86 km.) **Ghisonaccia,** the present terminus of the railway, is the nearest station to the Défilé de l'Inzecca (p. 451). The village (Martelli's and Romani's inns) lies 2½ m. along the Bonifacio road. Omnibuses run to the little spa of *Pietrapola*, 5½ m. W.

The Bonifacio road runs S., gradually approaching the coast, which becomes more attractive after crossing (63 m.) the Travo.—68½ m. *Solenzara* (Hôt. Terminus; Poli), at the mouth of the river of that name, is made healthy by its eucalyptus groves. A beautiful forest road mounts the valley to (25 m.) Zonza (p. 458) viâ the Col de Bavella. We quit the coast again before (84 m.) *Ste-Lucie-de-Porto-Vecchio*.—94½ m. (152 km.) **Porto-Vecchio** (*Modern' Hôtel*), an old walled town (1932 inhab.) at the head of a beautiful gulf, is likewise connected by road with Zonza (p. 458). Steamers to Bonifacio, see p. 443. From Porto Vecchio to (111½ m., 179 km.) *Bonifacio*, see p. 458.

F. From Ajaccio to Bonifacio viâ Zicavo and Zonza, returning viâ Sartène

195½ m. (315 km.). AUTOCAR on Sun. (March 15th–Oct. 15th; on Fri. also before June 15th and after Aug. 1st) in two days (120 fr.); to *Zonza*, where the night is spent, 69 m. (111 km.) in 8¼ hrs. (45 fr.), including 2½ hrs. halt at Zicavo; from Zonza to Ajaccio viâ Bonifacio (2 hrs. halt), 126½ m. (204 km.) in 11½ hrs. (80 fr.).

Ajaccio, see p. 444.—The road skirts the gulf and crosses the Bastia railway and two branches of the Gravona. A road on the left leads to Bastelica (19½ m.; see below) viâ Tolla. We cross the Prunelli and diverge to the left from the direct road to Bonifacio (comp. p. 460).—Near (13 m.) *Cauro* (Hôt. de France) Sampiero (p. 444) was assassinated in 1567.

A road on the left (25 m.; motor omnibus from Ajaccio) runs to **Bastelica** (2460–2630 ft.; *Hôt. des Etrangers*), a typical mountain town (3515 inhab.). The square in front of the church is adorned with a statue (1890) of Sampiero (c. 1498–1567; p. 444), "the most Corsican of Corsicans," according to an inscription on his birthplace in Dominicacci, a hamlet of the commune. *Monte Renoso* (p. 450) is climbed hence in 6 hrs.

Beyond Cauro we turn S. and cross (17½ m.) the *Col de St-Georges* (2500 ft.; view).—21 m. *Ste-Marie-Siché* (Hôt. Continental) was the birthplace of Vanina d'Ornano, wife of Sampiero, whom that patriot slew with his own hand for

counselling submission to the Genoese. Her house and the castle built by her husband are still standing.—We now proceed more or less W. viâ the rudimentary spa of (35 m.) *Guitera* to (40 m., 64 km.) **Zicavo** (2395 ft.; *Hôt. Leandri ; de l'Incudine*), where the autocars halt for lunch.

This is the starting-point for the easy ascent (5 hrs. S.E.) of the ***Incudine** (7008 ft.; 'the anvil'), which is rewarded by a view of mingled sea and land, that, according to Mr. Douglas Freshfield, is nowhere equalled save in Greece. A bridle-path ascends to within ½ hr. of the summit.

The road from Zicavo to (24½ m. N.E.) *Ghisoni* (p. 451) by the upper valley of the Taravo, the Col de Verde (4250 ft.), and the Fium'Orbo valley, is one of the finest in the island.

Our route turns S. again and mounts to (50 m.) the *Col de la Vaccia* (3900 ft.).—57 m. *Aullène* (2725 ft.; Hôt. de la Poste). Leaving on our right the road descending to (21 m.) Sartène (p. 459) we ascend to (60 m.) *Serra di Scopamène*.—69 m. (111 km.) **Zonza** (2600 ft.; *Hôt. du Tourisme*), where the autocars halt for the night, is a charming summer resort connected by road with Solenzara (p. 457) and Sartène (p. 459).

Before halting for the night the cars make a detour through the forest of Bavella to (6 m.) the ***Col de Bavella** (4070 ft.), a famous view-point, between walls of red rock resembling the Calanche.

The road to (22½ m.) Sartène (p. 459) runs S.W. viâ (6 m.) *Levie* (Hôt. Moderne; de France) and (11 m.) *Santa Lucia di Tallano* (Hôt. Portoli), where the convent church contains a 14th cent. tomb.

Our road climbs S.E. to (73½ m.) the *Col de Pelza* and (76½ m.) the *Col d'Ilarata* (3445 ft.), beyond which it traverses the Forêt d'Ospedale.—95 m. **Porto Vecchio,** see p. 457. The road, running now S.W., at first through a dismal marshy plain, threads farther on a fine plantation of cork-oaks; the beautiful Gulf of Santa Manza is hidden by the hills on the left.

112 m. (180 km.) **Bonifacio** (2417 inhab.; *Hôt. des Etrangers,* Route de Bastia; *de France,* in the town), one of the most strangely placed towns in Europe, stands on a narrow peninsula which presents steep limestone cliffs towards the sea on three sides, and whose isthmus is guarded by a frowning citadel. Its narrow alleys are bordered by tall old houses, and on the N. side is the harbour, an arm of the sea nearly 1 m. long.

Founded and named, it is said, by Boniface, marquis of Tuscany, in 828, the city was taken by surprise by the Genoese in 1187, who, in order to ensure their hold, replaced the inhabitants in 1195 by a colony of their own townsfolk. The colony gradually became a practically independent republic, minting its own coins and making its own laws, but it remained true to its mother-state and repulsed Alfonso of Aragon in the memorable siege of 1420. In 1554 the allied French and Turks took the place by stratagem, but they were forced to yield it to the Genoese by the treaty of Cateau-Cambrésis (1559). The inhabitants still speak a Genoese dialect and their customs are totally different from those of the other Corsicans, the vendetta being entirely unknown.

At the drawbridge of the Porte Neuve, by which we enter the town, a magnificent prospect of Sardinia unfolds itself. The only wide street of the town leads from the Porte Neuve to the Place de Fondaco, having on its right the citadel quarter,

and on its left the upper town. The church of **St-Dominique*, on the left of the square, was built by the Templars in the late 13th cent. and was originally dedicated to St. Laurence. The E. end and the rood screen were added in 1749. Farther along the peninsula is the 15th cent. church of *St-François*, with a bishop's tomb of 1457. The adjoining cemetery at the end of the promontory commands the best view of Sardinia across the Strait of Bonifacio; the mountain of La Trinité is prominent to the W. Returning towards the Place de Fondaco we pass the Escalier du Roi-d'Aragon descending to the sea, and the former church of *St-Jacques*. From the Place de Fondaco the Rue Doria leads to **Ste-Marie-Majeure*, with a square tower and a plain façade preceded by a loggia in which the municipal council formerly met. An iron-bound cupboard in the sacristy encloses a fragment of the True Cross, which is carried in procession through the streets on Good Friday, May 3rd, and Sept. 14th, as well as on days of violent weather. The Rue de Palais and Rue Longue, in which is the house where Charles V lodged on his return from an abortive expedition to Africa (1541), lead to the covered passage of the *Vieille Porte*.

Excursions. From the Col de St-Roch, where the road into the town begins to curve round the E. bastion, a path leads to (¾ hr.) *Cap Pertusato*, the S. extremity of Corsica, commanding a fine view of the Strait, the islands of Cavallo and Lavezzi, and the Sardinian village of Longosardo.

The **Grotte du Sdragonato*, to the W., at the entrance to the harbour, can be explored in 1½ hr. by boat. To visit the *Camere*, smaller caverns a little to the E. another ½ hr. is required. The visit is best made in the afternoon, but is impossible when a W. wind is blowing. From the outer cavern we may enter another chamber, reached by the sea only in the stormiest weather, from which the view outwards is wonderful. Seen from the inner entrance, the opening in the roof by which the light filters in bears a remarkable resemblance in outline to the map of Corsica.—The crossing by boat to Longosardo occupies c. 1½ hr. For steamers to Propriano and Porto Vecchio, see p. 443.

From Bonifacio to *Bastia*, see p. 456.

Returning towards Ajaccio we leave the Porto Vecchio road on the right, and on the left the Montagne de la Trinité (backward view of Bonifacio). After descending to the unhealthy gulf of Ventilegne we soon mount again, leaving the Porto Vecchio road on the right.—11 m. *Pont de Figari*, at the head of a little bay.—13 m. *Pianottoli* (Hôt. Guidicelli).—At (20 m.) *Roccapina* we enjoy a fine sea-view including the dangerous reefs called Les Moines.—24 m. *Pont d'Ortolo* is the starting point for the *Uomo di Cagna* (3986 ft.; road for 7 m. E., then an easy scramble of 2½ hrs.), a huge rock bearing a vague resemblance to the human form, whose summit commands the S. of Corsica and the straits.—33½ m. (54 km.) **Sartène** (3857 inhab.; *Hôt. de Provence; César et de l'Univers; Ste-Anne*), where the vendetta has survived most obstinately, suffered much from the Barbary corsairs in the 17–18th centuries. The narrow stepped streets of the old town, behind the church, seem like a survival of the middle ages.

For the roads hence to Zicavo and Zonza, see p. 458.—The Ajaccio road descends towards the Rizzanese, which it crosses before reaching (41½ m., 67 km.) **Propriano** (*Hôt. Dupont; de France*), the flourishing little port of Sartène. Steamers to Ajaccio and Bonifacio, see p. 443. The neighbouring spa of *Baracci* has one of the strongest anti-rheumatic springs known. —We skirt the Gulf of Valinco before mounting to (47 m.) *Olmeto* (Hôt. d'Europe).—51½ m. *Sollacaro* (Hôt. de France), the stronghold of the seigniorial family of D'Istria, is the scene of Dumas's novel 'The Corsican Brothers.'—56½ m. Bridge across the Taravo.—60 m. *Pila-Canale* (Inn); 62½ m. *Cognocoli*.—We descend towards the Prunelli and join (77 m.) the outward route (p. 457). A road on the left follows the river and then the coast to the old penitentiary of Chiavari (15½ m.), affording views of Ajaccio across the gulf.—83½ m. (135 km.) **Ajaccio,** see p. 444.

XXIX
XXX
XXXI
CAP CORSE
43°
45'
30'
15'
37
38
39
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Nice
Marseille
Livourne
C. BIANCO
Tollare
Macinaggi
Centuri
Rogliano
Pino
Ste Severa
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Nonza
GOLFE DE
Brando
Erbalunga
P. DE MIGNOLE
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Bastia
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Albertacce
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Ota
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Porto
Evisa
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2625
Venaco
Piedicorte
C. ROSSO
Piana
Marignana
Vivario
Bains de
Prunete
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Topographical names are printed in black type, names of persons in italics, other entries in Roman type.

The following abbreviations of the names of Departments are used in the index:

A.M.	= Alpes-Maritimes.	Dord.	= Dordogne.
Ard.	= Ardèche.	Gir.	= Gironde.
Ari.	= Ariège.	H. Alp.	= Hautes-Alpes.
Avey.	= Aveyron.	Hér.	= Hérault.
B. Alp.	= Basses-Alpes.	H. Pyr.	= Hautes-Pyrénées.
B. Pyr.	= Basses-Pyrénées.	Loz.	= Lozère.
B. du R.	= Bouches du Rhône.	P. de D	= Puy-de-Dôme.
Char.	= Charente.	Pyr. Or.	= Pyrénées-Orientales.
Char. Inf.	= Charente-Inférieure.	Sav.	= Savoie.
Corr.	= Corrèze.		

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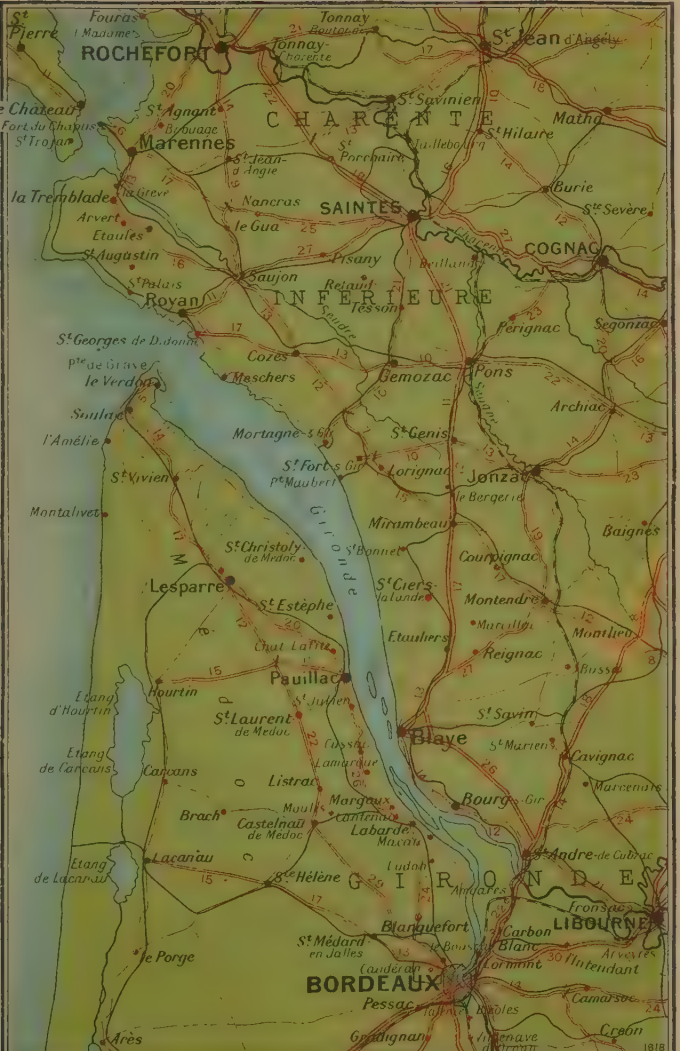

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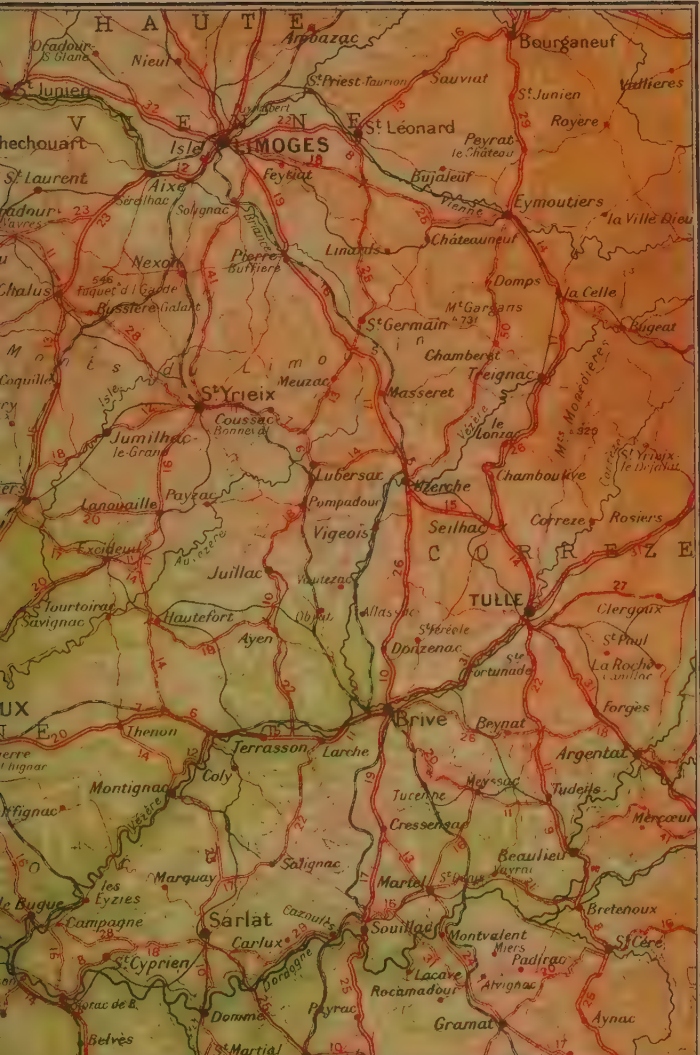

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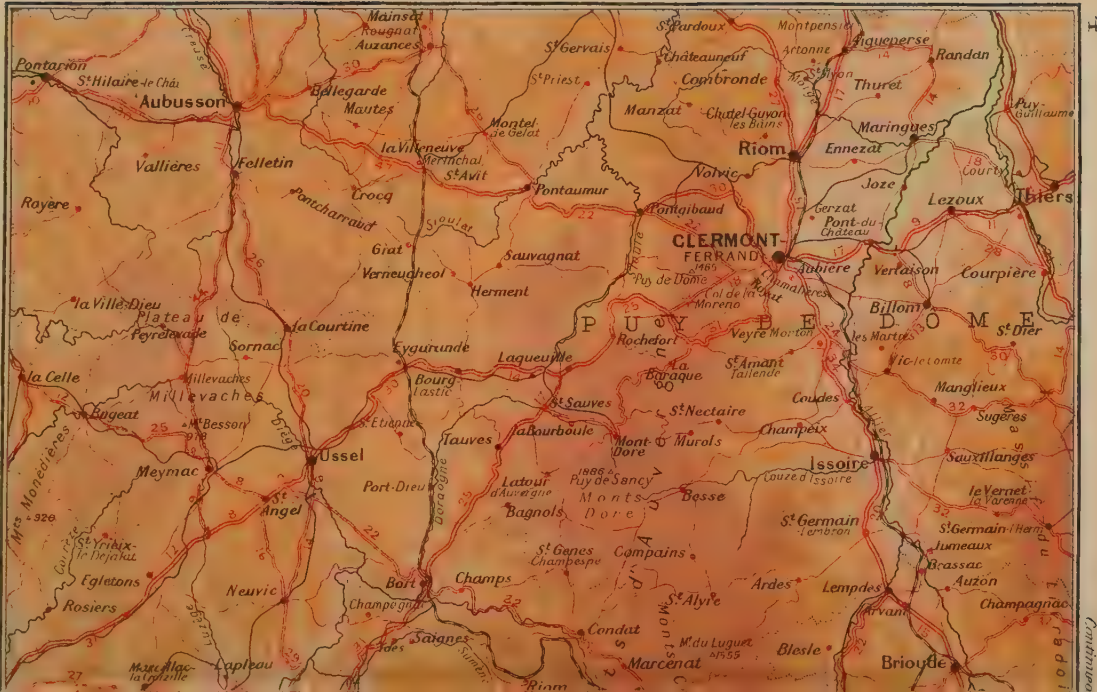
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Vic-le-Comte
la Celle
Millevaches
Bourg
Lastic
Manglieux
Mille vaches
St Sauves
St Nectaire
Coudes
Sugères
Mt Besson
Champeix
Etoile
Tauves
la Bourboule
Mont-Dore
Murols
Issoire
Sauxillanges
Meymac
Ussel
Latour
d'Auvergne
1886
Puy de Sancy
Couze d'Issoire
le Vernet
la Varenne
Port-Dieu
Monts Dore
Bagnols
Besse
St Germain
Lembron
St Germain-l'Herm
Mts Monédières
St Angel
St Yrieix-
le Déjalat
St Ganes
Champespe
Compains
Jumeaux
Brassac
Egletons
Champs
Ardes
Lempdes
Auzon
Neuvic
Bort
Ste Alyre
Rosiers
Champagnac
Condat
Marcenat
Blesle
Brioude
Saignes
Ydes
Capleau
Riom

Copyright

Continued on Plates 15 & 16

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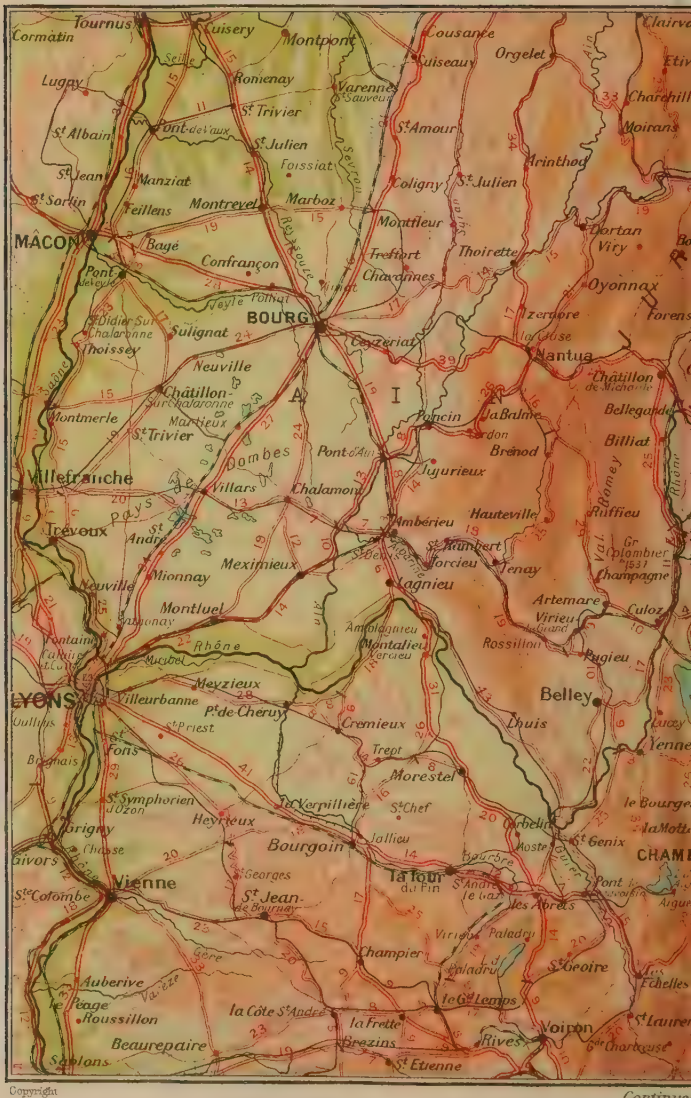
0 5 10 15 Miles 0 5 10 15 20 Kilometres

ROANNE
Perreux
Busset
Renaison
Randan
Ferrières
Châteldon
St Albon
Coteau
Thizy
Grandris
Lamure
Villefranche
Villefeuve
Trevoux
St André
Amplepuis
RHONE
Mairinques
Puy Guillaume
Bois Noirs
St Just
St Priest
St Maurice
St Symphorien
Tarare
Anse
Mionnay
St Rémy
Courtelas
Chabreloche
Champoly
Noiretable
Neulize
Lozanne
Montluel
Lezoux
Thiers
Peschadoires
Monts de Dôme
St Germain Laval
Néronde
l'Arbresle
Limonest
Fontaines
Pollionnay
Rhône
Balbigny
Pansières
Charbonnières
Courpière
Augerolles
Billom
l'Hôpital
Sail
Boën
Sous Conzany
Chalmazel
Lignon du
Feurs
St Laurent
Vaugneray
LYONS
Villeurbanne
St Priest
St Dier
Olliergues
St Georges
Col du Beal 1546
Marat
Pierre s. Haute
L O I R E
St Foy-l
Duerne
Thurins
Bessenais
St Genis Laval
St Fons
Manglieux
Cunlhat
Meylieu
Montbrison
Chazelles
St Symphorien de Lay
St Symphorien d'Ozon
Mornant
Grigny
Sugères
St Amant Roche-Savine
Ambert
St Galmier
Givors
Vienne
Sauxillanges
Sury-le-Comtal
St Héand
Rive de Gier
St Colombe
le Vernet
St Anthème
St Julien en-Jarret
Ampuis
Marsac
St Jean Saxmurieux
St Rambert
la Talaudière
St Romain
Condrieu
St Germain Hem
Villars
Jumeaux
Arlanc
Viverols
St Bonnet-le-Château
le Chambon
ST ETIENNE
Pélussin
Auberive
Brassac
Auzon
Usson
Firminy
Chavanay
Roussillon
Champagnac
St Pal
Craponne
Mt Pilat 1434
St Genest
St Julien
Serrières
Beaurepaire
Ste Chaise Dieu
Brioude
St Didier
Bas-en-Basset
Boura
Peyraud
Contribution
Continued

Plates 4 & 5
Plates 8 & 10
Plate 7
Mou Fix
Vorey
Yssingeaux
Montfaucon
Satillieu
Sarras
St Vallier
Layoute
St George
St Paulien
Layoute
St Bonnet
Lalouvesc
St Donat
Langeac
St Arcons d'Allier
HAUTE LOIRE
Loudes
Polignac
St Hostien
St Jeures
Tence
St Felicien
Tournon
Tain
Romans
Pinols
Espaly St Marcel
LE PUY
St Julien
Mazet
Agrève
Fay le froid
Desaignes
Lamastre
Saugues
Monistrol
Montagnac
Solignac
Monastier
St Julien-B
St Martin de Mezenc
Mezenc
Col des Meules
St Péray
VALENCE
Cayres
le Cheylard
Mariac
Monières
Sayons
Chabeuil
Malzieu
le Beage
Gerbier de Jonc
Gluiras
St Fortunat
St Georges
Montmeyran
Grandrieu
Marcols
St Sauveur
Mezilhac
St Pierreville
Lavoulte
Livron
St Alban
Rimbelles
Coucouron
Sorgues en Montagne
ARDÈCHE
Privas
le Pouzin
Loriol
Crest
Serverette
la Villedieu
Langogne
la Narce
Burzet
Antraigues
Montpezat
Col de l'Escrinet
Chomérac
Saulce
Thueyts
Chirol
Col de la Chavade
Cruas
Marsanne
St Etienne de
Mayres
Vals
la Bégude
Condillac
St Amans
Mt Randon
Châtauneuf
St Laurent
Jaujac
Prades
Meyssac
Roubion
Valgorge
Aubenas
St Jean
Rochemaure
MONTÉLIMAR
LOZÈRE
Largentière
Villeneuve
le Teil
Mende
Bagnols-les B.
Uzer
Espeluche
Joyeuse
Allan
le Bleymard
la Blachère
Ruoms
Viviers
Donzère
Salles
Villefort
Continued on Plates 16 & 17
0 5 10 15 Miles 0 5 10 15 20 Kilometres
for explanation of road marking and contour colouring see plate 24



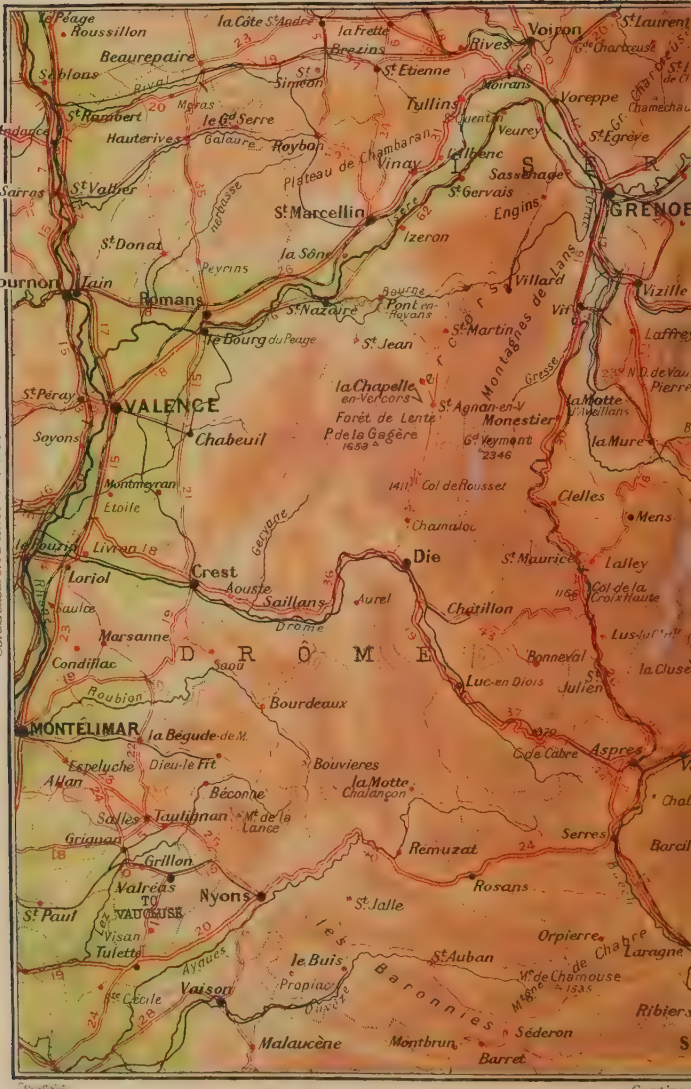
Continued on Plate 6

Copyright

Continued

0 5 10 15 Miles 0 5 10 15 20 Kilometres

LAUSANNE
Morges
Vevey
Montreux
Rolle
Evian
Thonon
Nyon
Gex
GENEVA
St Julien
Bonneville
Cluses
Sallanches
Chamonix
Servoz
Samoens
Sixt
Martigny
Monthey
Bex
St Maurice
Champéry
Aigle
Leysin
Vouvry
Abondance
Morgins
Lavey
Argentière
Barberine
Col de Balme
Col des Montets
Mont Blanc
Aiguille Verte
Col des Gets
Tour Salières
Col de Voza
Col de la Forclaz
Col de la Seigne
Col du Bonhomme
Pre St Didier
Courmayeur
Morgex
la Thuile
Col du Pt St Bernard
Hospice Pt St Bernard
Col du Mont
Ste Foy
Tignes
Val d'Isère
Col de l'Iseran
Col de la Vanoise
Bonneval
Pralognan
Dôme de Chasseforêt
Albertville
Ugine
Faverges
Beaufort
Hauteluce
Megève
Flumet
Combe de Savoie
Boury
St Maurice
Aime
Feissons
Aiguebelle
Grésy
Chamousset
Chamoux
Montmélian
la Rochette
Pontcharra
Allevard
la Chambre
Goncelin
Moutiers
Salins
Brides les B
Bozel
Col du Palet
Col de Casse
M. Pourri
Aig du Midi
Grande Sassière
Annecy
Thônes
Col des Aravis
Faucigny
Chartreuse du Reposoir
Thorens
Charvonnex
Pringy
Rumilly
Alby
Albens
Sevrier
Talloires
St Jean de Sixt
Marlioz
Frangy
Chilly
Viry
Reignier
Mt Salève
la Roche
Haute Savoie
Savoie
Tarentaise
Maurienne
Lac Léman
Lac d'Annecy
Lac du Bourget
Lac de Geneva
Lac de Aiguebelle
Lac de Roselend
Lac de Tignes
Lac de Moutiers
Lac de Salins
Lac de Bozel
Lac de Pralognan
Lac de Allevard
Lac de la Chambre
Lac de Goncelin
Lac de Pontcharra
Lac de la Rochette
Lac de Montmélian
Lac de Chamoux
Lac de Chamousset
Lac de Aiguebelle
Lac de Grésy
Lac de Albertville
Lac de Ugine
Lac de Faverges
Lac de Beaufort
Lac de Hauteluce
Lac de Megève
Lac de Flumet
Lac de Combe de Savoie
Lac de Boury
Lac de St Maurice
Lac de Aime
Lac de Feissons



Continue

Continu

0 5 10 15 Miles 0 5 10 15 20 Kilometres

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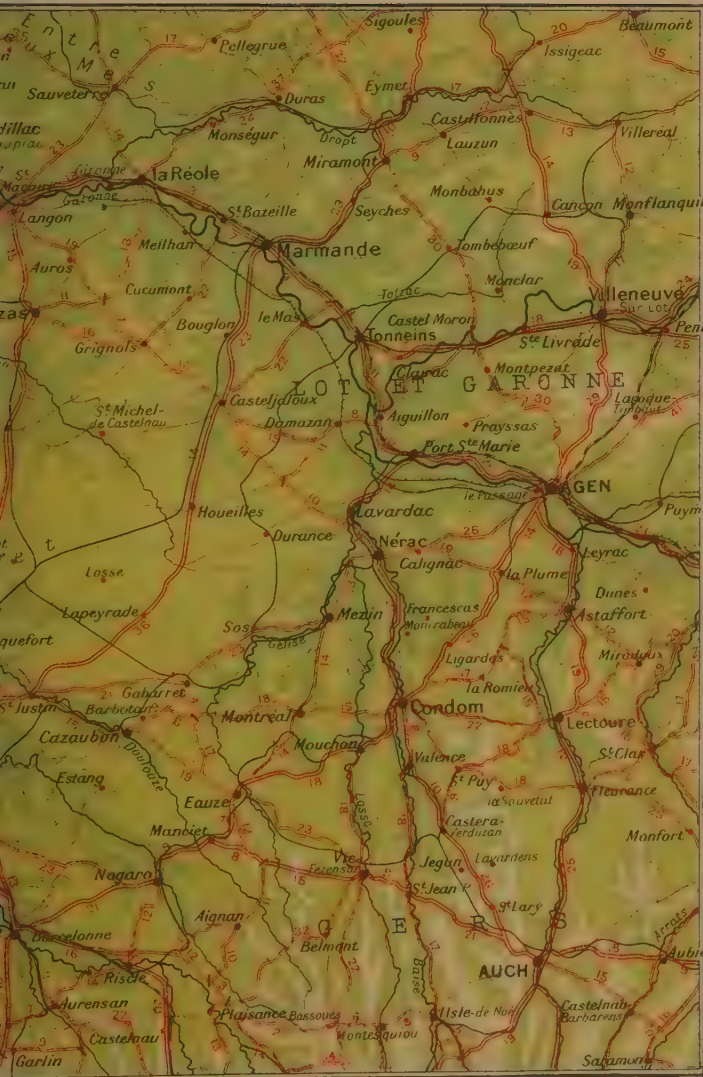
For explanation of road marking and contour colouring see plate 24

BORDEAUX

Continued

Arès
Andernos
Taussat
Bassin d'Arcachon
Audenge
Arcachon
Moo Nau
Biganos
Facture
Gujan
la Mothe
la Teste de Buch
C. Ferret
Pte d'Arcachon
Cazaux
Lac de Cazaux et de Sanguinet
Sanguinet
Biscarrosse Plage
Biscarrosse
Parentis-en-Born
Lac de Biscarrosse et de Parentis
Lipostey
Pontenx les Forges
Etang d'Aureilhan
Mimizan
Escource
Bias
Mézos
St Julien
Lit et Mixe
Uza
Laharie
Morcenx
Souquet
St Girons
Linxe
Etang de Léon
Léon
Castets
Laluque
Azur
Vieux-Boucau
Etang de Soustons
Soustons
Seignosse
St Vincent
Hossegor
Capbreton
St Geours
Labenne
Seignaux
St Martin
Biarritz
Peyrehorade
Pouillon
Pomarez
Amou
Arzacq
Salies
Belin
Sanguinet
Biscarrosse
Parentis-en-Born
Lipostey
Pontenx les Forges
Mimizan
Escource
Bias
Mézos
Lit et Mixe
Uza
Laharie
Morcenx
Souquet
St Girons
Linxe
Etang de Léon
Léon
Castets
Laluque
Azur
Vieux-Boucau



Continued on Plate 14

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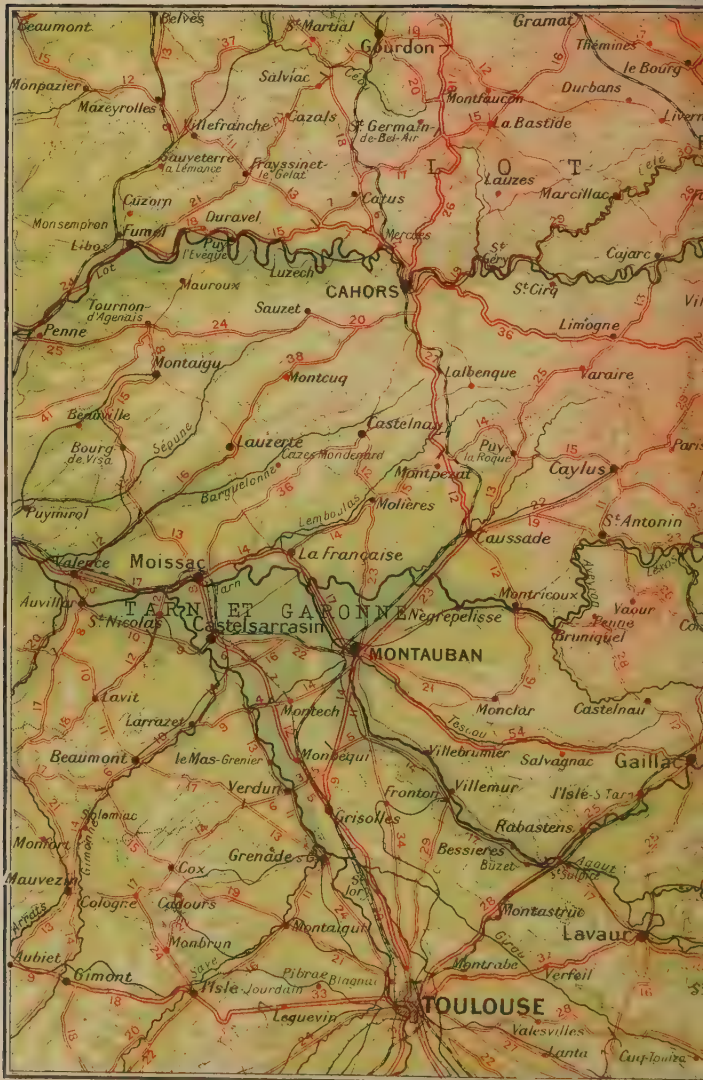
For explanation of road marking and contour colouring see plate 24


Beaumont
Belves
St Martial
Gourdon
Gramat
Themines
le Bourg
Monpazier
Salviac
Durbans
Mazeyrolles
Villefranche
Cazals
St Germain-de-Bel-Air
Montfaucon
La Bastide
Sauveterre la Lemance
Frayssinet le Gelat
Lauzes
Marcillac
Cuzorn
Catus
Monsempron
Fumel
Duravel
Libos
Puy l'Evêque
Mercues
Cajarc
Lot
Luzech
Mauroux
CAHORS
St Cirq
Tournon d'Agenais
Sauzet
Penne
Limogne
Montaigu
Montcuq
Lalbenque
Varaire
Beauville
Castelnau
Bourg de Visa
Ségune
Lauzerte
Cazes-Mondenard
Puy la Roque
Caylus
Barguelonne
Montpezat
Puylmirol
Molières
Lembous
Caussade
St Antonin
Valence
Moissac
La Française
Tarn
Auvillar
TARN ET GARONNE
Negrepelisse
Montricoux
Vaour
Penne
Bruniquel
St Nicolas
Castelsarrasin
MONTAUBAN
Lavit
Larrazet
Montech
Monclar
Castelnau
Tescou
Villebrumier
Salvagnac
Gaillac
Beaumont
le Mas-Grenier
Monbequi
Verdun
Fronton
Villemur
l'Isle-S-Tarn
Solomiac
Grisolles
Rabastens
Momuy
Grenade
Bessieres
Buzet
Agout
Mauvezin
Cox
Cologne
Cadours
Montastruc
Lavaur
Montaigut
Mondrun
Aubiet
Gimont
Gave
Pibrac
Blagnac
Montrabe
Verfeil
Isle-Jourdain
TOULOUSE
Leguevin
Valesvilles
Lanta
Cuq-Toulza
Continued in Plate 13
Continued
0 5 10 15 Miles 0 5 10 15 20 Kilometres

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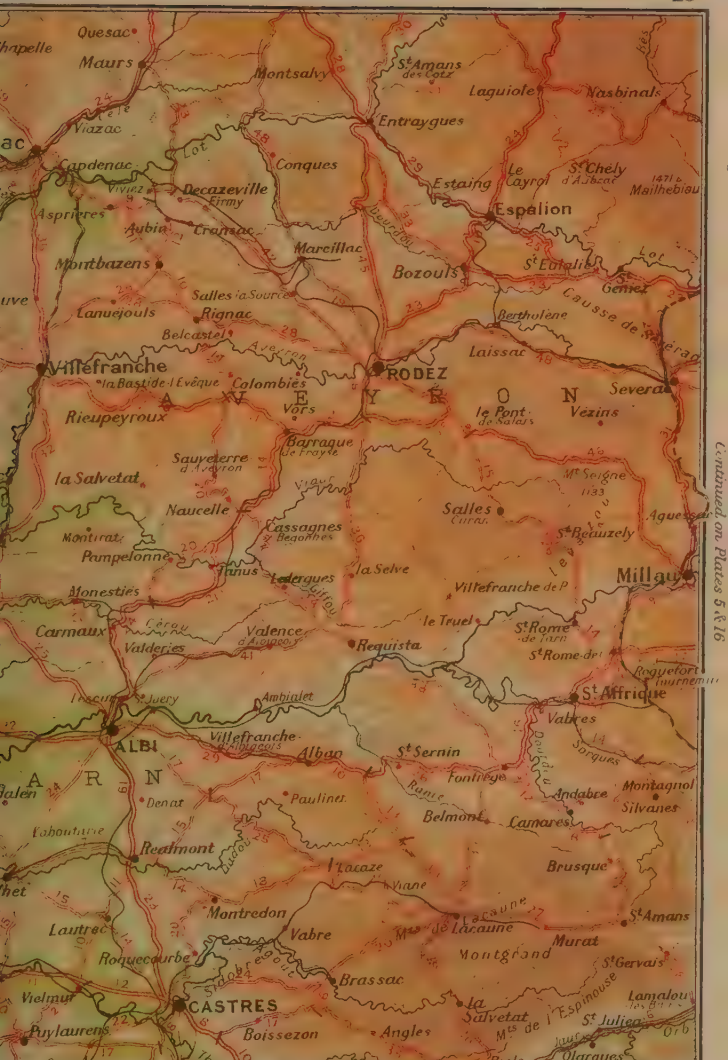

Continued on Plates 5 & 16

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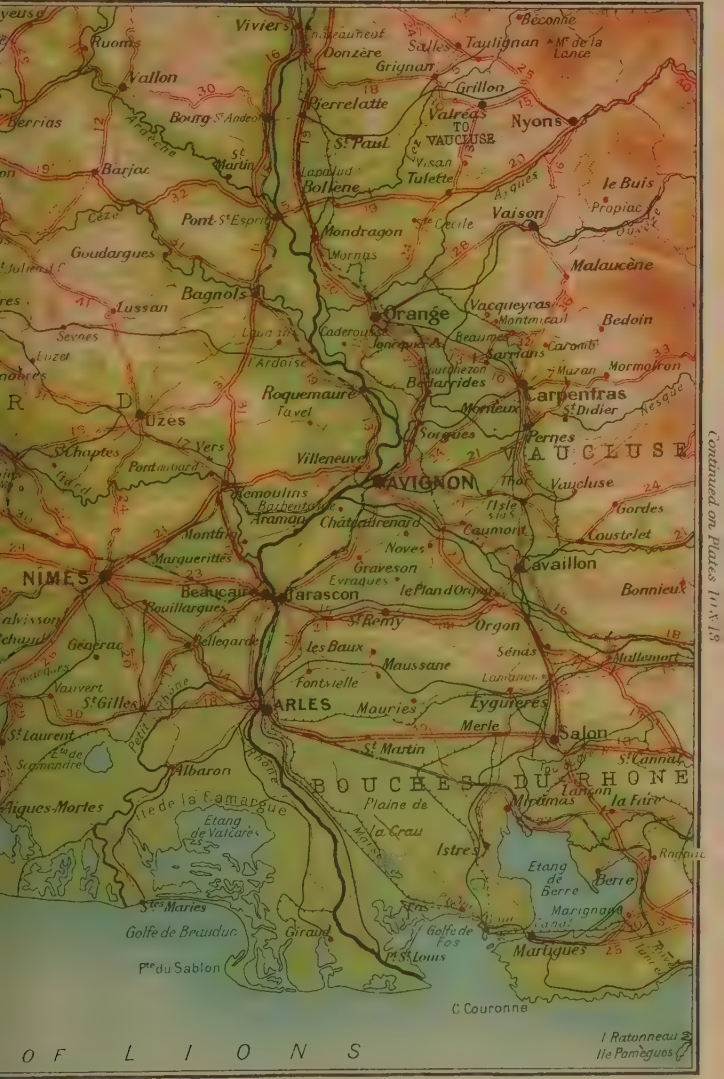
For explanation of road marking and contour colouring see plate 24

St Germain du Teil
Montjézieu
Chanac
le Bleymard
Villefort
Campagnac
la Canourgue
Banassuc
Ste Enimie
Ispagnac
Pont de Montvert
Genolhac
Sévérac
Massegros
St Chely du Tarn
Florac
la Malène
la Vernarède
Causse Méjean
Barre
Rivière
le Rozier
Grotte
St Germain
Peyreleau
Meyrueis
St Croix
Gardon
Causse Noir
la Roque
St André de l'Argouel
Millau
Montoellier le Vieux
Trèves
Vallerauge
Lasalle
Anduze
ALÈS (ALAIS)
la Cavalerie
Nant
St Jean du Bruel
le Vigan
Sauchères
Alzon
Sumène
St Hippolyte
Sauve
Ganges
Quissac
Cornus
Montpaon
Montagnol
le Caylar
Claret
St Pierre
St Martin
Sommières
Lodève
Bousquet d'Orb
Lunas
Graissessac
la Tour d'Orb
Aniane
St André
Gignac
Castries
Lunel
Vendargues
Marsillargues
Bédarieux
Clermont l'Hérault
Lamalou les Bains
Hérepian
Faugères
MONTPELLIER
Pignan
Mauguio
Etang de Mauguio
Fabrègues
Villeneuve
le Grau du Roi
Golfe
Roujan
Montbazin
Gigean
Palavas
Aigues-Mortes
Magalas
Villeveyrac
Poussan
Pézenas
Montagnac
Frontignan
Muryel
Cessenon
Mèze
Cazouls
Servian
St Thibéry
Florensac
Etang de Thau
SÈTE (CETTE)
Bessan
Marseillan
BÉZIERS
Capestang
Vendres
Agde
Nissan
Lespignan
C. d'Agde
G U L
Continued
Continued on Plates 13 & 24
0 5 10 15 Miles
0 5 10 15 20 Kilometres



Continued on Plates 16 & 18

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For explanation of road marking and contour colouring see plate 24

Copyright

0 5 10 15 Miles 0 5 10 15 20 Kilometres

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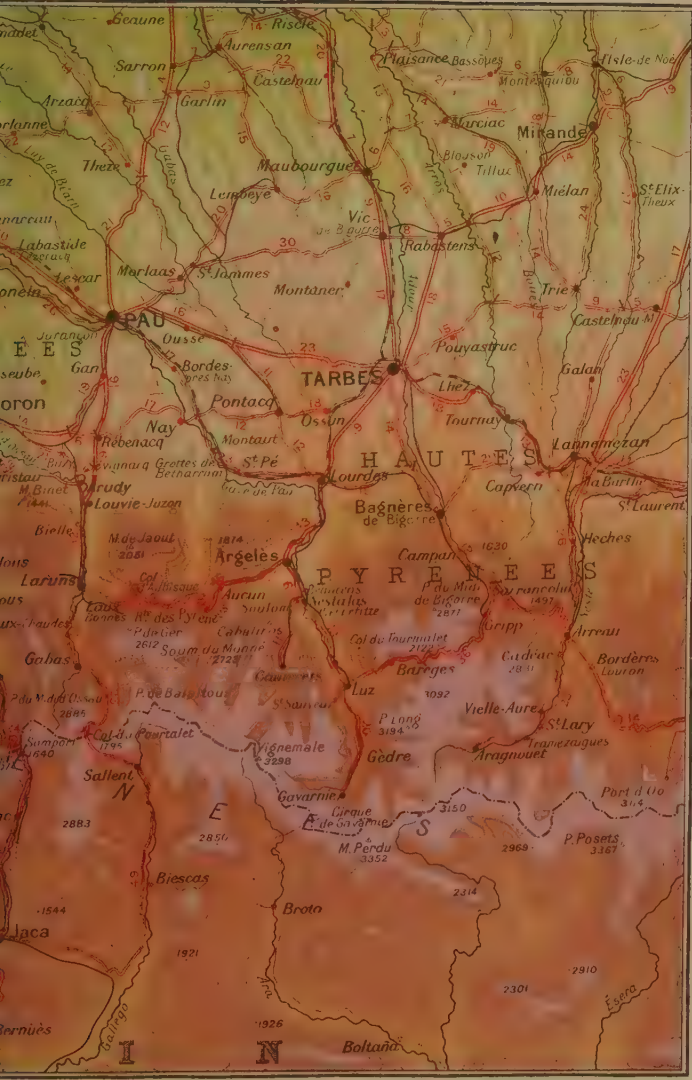
For explanation of road marking and contour colouring see plate 24

Hossegor
Capbreton
St Vincent
Labenne
Seignanx
St Martin
Tarnos
le Boucau
Biarritz
la Negresse
BAYONNE
Bidart
Guetary
St Jean-de-Luz
Ciboure
Hendaye
Behobie
la Rhune
Ustarits
Espelette
Dancharia
Donchariapeneu
Col de Maya
St Etienne
Elizondo
M. Auza
Aldudes
Valcarlos
Urepel
Pto de Velate
M. Adi
Burguete
Ostiz
Larrasoana
Arga
Arce
PAMPLONA
Aoiz
Ulzor
Monreal
Lumbier
Sangüesa
Tafalla
Olite
Zidacos
Sos
Irissarry
Osses
Larceveau
Lacarre
Aldarra
St Jean-Pied-de-Port
Esterençuby
Arneguy
Col de Roncevaux
(Roncesvalles)
Larrau
Pd'Orhy
Aussurucq
Tardets
Arumits
Pdes Escaliers
Trail
Irati
Esca
Visaur
Hageme
Pomarez
Poullon
Amou
Peyrehorade
Biarotte
Puyoo
Baigts
Orthez
Bidache
Salies
Bidouze
Escos
Sauveterre
Gave d'Oloron
Lagor
Navarrenx
Labastide
Hasparren
Cambo
Louhossoa
St Palais
Iholdy
Vergez
Arnéguy
Mauléon
Gerons
Sorhoa
Ainhoa
Nive
Nive des Aldudes
Nive des Pyrenées
Gave d'Oloron
Gave de Mauléon
Gave de Saison
Gave de Lanne
Gave de Lourdios
Gave de Soule
Gave d'Aspe
Gave d'Ossau
Gave de Pau
Adour
Luy
Lees
Gave de Pau



Continued on Plate 22

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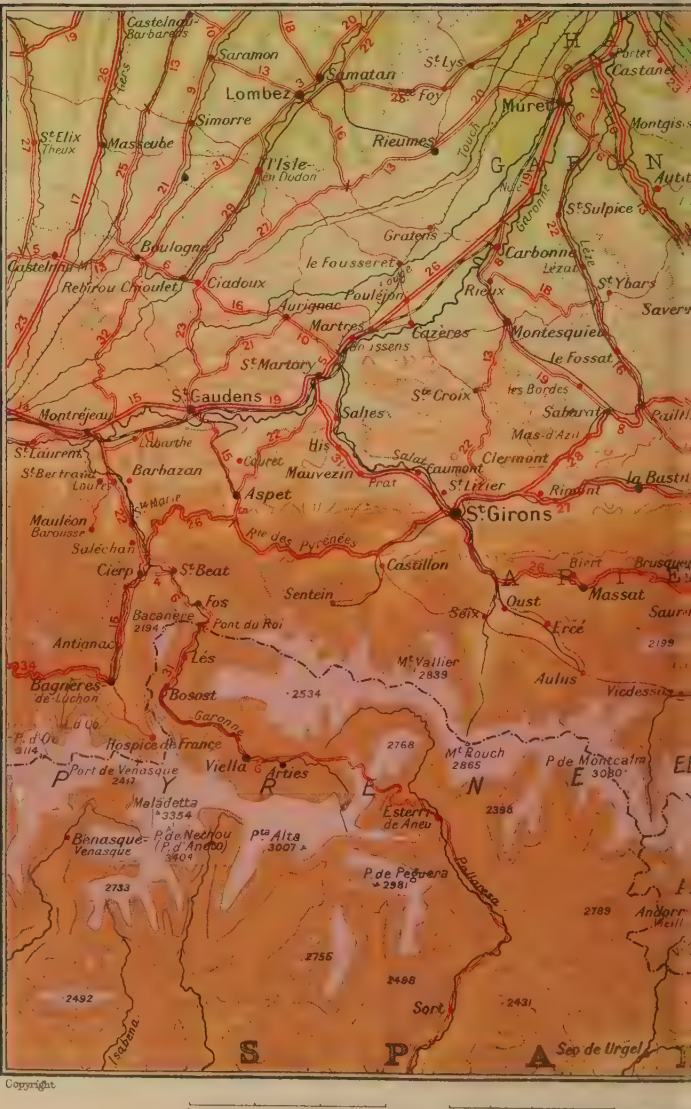

Continued on Plate 21

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0 5 10 15 Miles 0 5 10 15 20 Kilometres

Continued on Plate 47

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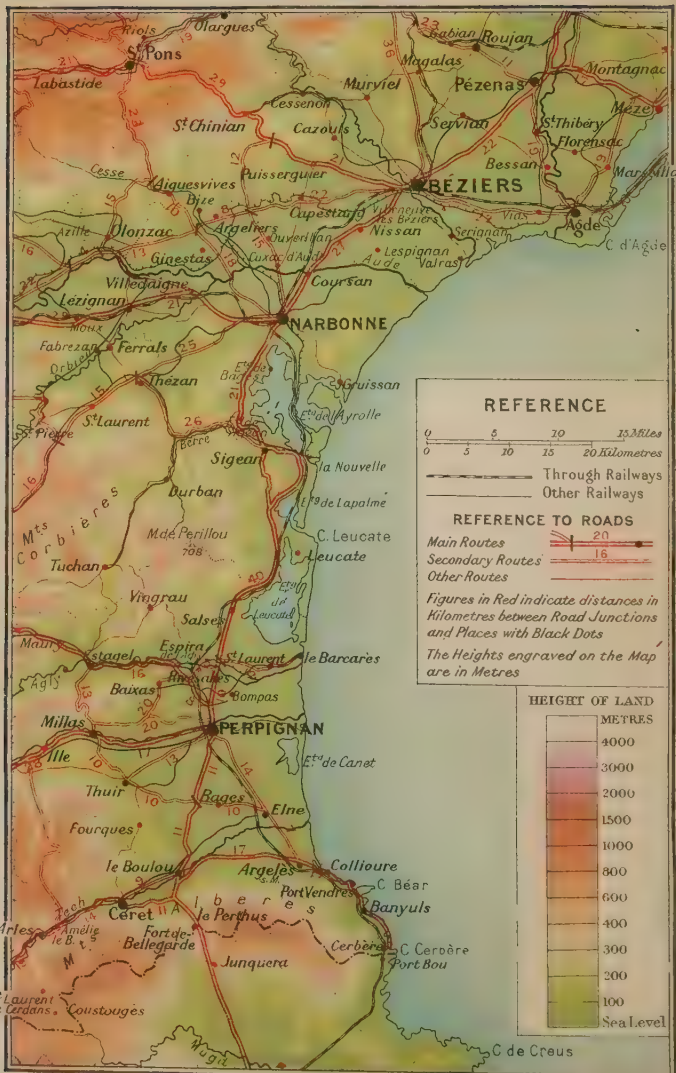
For explanation of road marking and contour colouring see plate 24

Continued on Plates 15 & 16



Continued on Plate 23

REFERENCE

0 5 10 15 Miles
0 5 10 15 20 Kilometres

Through Railways
Other Railways

REFERENCE TO ROADS

Main Routes 20
Secondary Routes 16
Other Routes

Figures in Red indicate distances in Kilometres between Road Junctions and Places with Black Dots

The Heights engraved on the Map are in Metres

HEIGHT OF LAND METRES

4000
3000
2000
1500
1000
800
600
400
300
200
100
Sea Level

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